



Vol. 48, No. 30  
September 26, 2019

# Old Cars

**FALL CARLISLE  
ISSUE**

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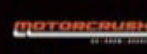
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**1955 CHEVY  
THAT FITS  
THE BILL**

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**HER CHEVY  
HAULER**



**BOW-TIES INSIDE**  
Featuring Chevrolets

**10 HOT  
CHEVYS**  
UP AND COMING  
BOW-TIE INVESTMENTS

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**LONGTIME  
COMING COUPE**  
THE 1934 CHEVY  
OF HIS DREAMS

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**RARE  
BEL AIR**  
MINTING OUT A SMALL  
TOWN'S FIRST '58

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# Auctions

REGISTER TO BID



1931 Duesenburg Model J Limousine *by Willoughby*  
Engine no. J-430



1931 Marmon Sixteen Coupe *by LeBaron*  
Chassis no. 16 141 675

## FROM THE COMPLETE COLLECTION OF JACK DUNNING OFFERED ENTIRELY WITHOUT RESERVE



1929 Auburn 120 Eight Speedster



1907 Wayne Model M Five-Passenger Touring



1921 Marmon Model 34B  
Two-Passenger Speedster



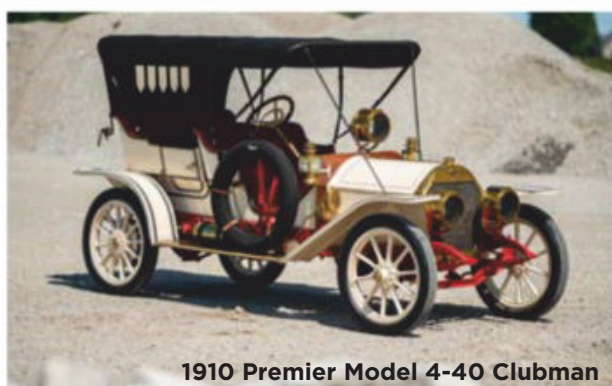
1930 Cord L-29 Convertible Coupe



1927 Lincoln Model L  
Imperial Victoria *by Fleetwood*



1933 Lincoln Model KB Seven-Passenger Sedan



1910 Premier Model 4-40 Clubman



1935 Ford V-8 Roadster



1951 Ford Custom Deluxe V-8 Convertible

10-11 OCTOBER

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Friday, Saturday and Sunday Lots are \$300, \$400 for prime time and \$600 for covered canopy lots. No numbers will be reserved without consignment fee being paid in full. Visa, Mastercard and AMEX are accepted. Positions will be filled on first-come, first-served basis. To reserve the position you desire, send your check covering the entry fee or phone in your credit card number. You may specify the cars you're entering at a later date. Entry fees are REFUNDABLE less \$50 handling fee if you notify us in writing 14 days prior to the auction. Color photographs may be included in our exclusive color brochure. We strictly limit the number of positions available in this three-day event of 580 cars. COMMISSION STRUCTURE: FLAT 6% OF SALES PRICE (One of the lowest in the business). **WE SOLD OUT OF LOT NUMBERS DURING OUR PREVIOUS SALE SO BOOK EARLY.**



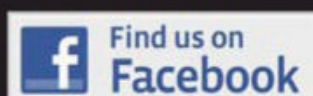
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## Cautious of 'Collection Cars'

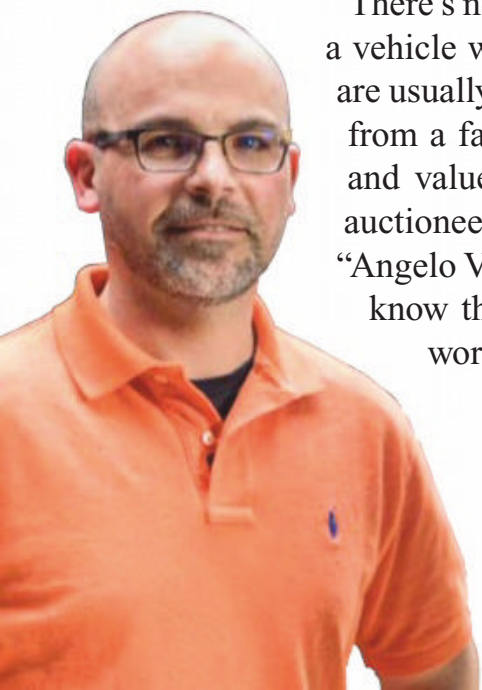
“Collection” is an often-used hobby buzzword used to sell a car or group of collector cars. “This 1936 Packenber came from the respected collection of Washington Jefferson Franklin VIII,” you’ll hear the auctioneer cry. The auctioneer makes such a declaration because coming from a collection adds prestige and value to the vehicle being sold since buyers often envision a vehicle from a collection living a pampered life. These buyers may picture the “collection car” being stored atop a down-filled pillow, surrounded by stanchions in a humidity- and temperature-controlled 21st-century building and aglow under soft, angelic lighting. Certainly, that is sometimes the case. However, in my experience condition rating cars from collections and even buying cars from collections, perfect storage conditions are the exception for “collection cars” rather than the rule.

Let’s face it: The more vehicles a person owns, the harder it is to maintain each of them to a high level. Some collectors have employees who make sure the vehicles always look and perform their best, but the vast bulk of collectors can’t afford that luxury. Other collectors have the time to maintain their fleet of vehicles, which they find to be at least a part-time job. I think that most of us are just happy that our cars are clean and safely perform, but we keep a to-do list of items that need to be addressed in the long-term.

My most recent experience buying a car from a collection came with a 1984 Chevrolet Caprice Classic that I bought last January. The car clearly needed some cosmetic and mechanical attention, and I was prepared for that. Like any car that was parked for a long time, the Chevy needed all of its fluids changed, the fuel tank to be emptied and cleaned out, new filters, a tuneup and a brake check. There were “surprise” leaks that sprang up after a few drives and it needed a general cleaning and detailing. All of this work was typical for a “collection car.”

I was hoping to have the car ready for a several-hundred-mile road trip to the National Impala Association meet last August, but I didn’t meet the deadline. There were other cars in our collection that required maintenance and repair to keep them safely drivable and there’s just never enough time to do it all.

There’s nothing wrong with buying a “collection car.” Even if a vehicle wasn’t stored in idyllic conditions, “collection cars” are usually loved and appreciated by the collector, and coming from a famous or respected collection does add provenance and value. Someday, when I am cold in the ground, some auctioneer will be advertising my cars as coming from the “Angelo Van Bogart Collection.” If you happen to be a bidder, know that each vehicle will probably need at least a little work before you can hop in and take it on a road trip.



Angelo Van Bogart, Editor

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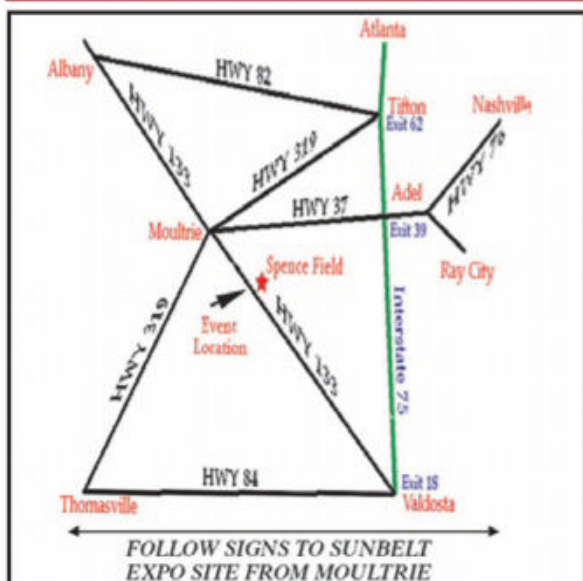
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### 18 Sweet Baby Blue

1955 Chevy pickup is hard to miss, and easy to love

### 22 10 Hot Chevys

Bow-Ties that are trending upwards

### 26 Longtime Coming Coupe

Chevy man finally has '34 Chevy of his dreams

### 32 Auction Coverage

What are they going for? Find prices from actual sales in this week's auction results.

### 62 Rare Bel Air

Dealership employee restores the first '58 he saw



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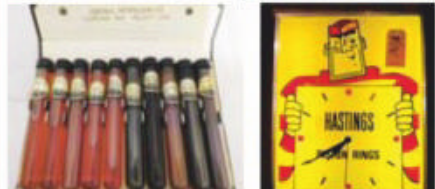
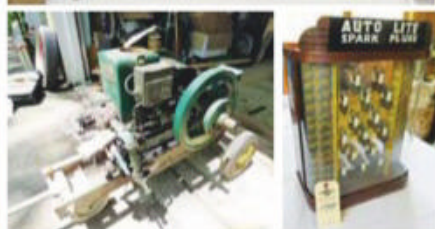
# COLLECTOR CARS-STATIONARY GAS ENGINES- COLLECTIBLES-SPARK PLUGS AMAZING GAS & OIL PETROLIANA AT AUCTION

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**COLLECTOR CARS: A.A.C.A., National Ford V-8, Award winning 1934 Ford Deluxe Phaeton, Beautifully restored, FH V8, Show Car Restored, 1948 English Ford Prefect 4dr Model E, project, 1936 German Ford Eifel Roadster, project, 1934 German Ford Eifel Roadster, project, 1932 Hupmobile Rumble Seat Coupe, Original Coupe, Runs & Drives, 1908 Buick Model 10 Runabout, Show winner, restored, Runs & Drives, 1910 Flanders, Complete for restore, 1931 Chrysler 4dr Sedan Model CM6, partly restored, project, 1968 Mercedes 250SL Roadster, Hard Top & Soft top, Was a Present to her husband**

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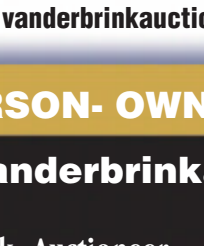
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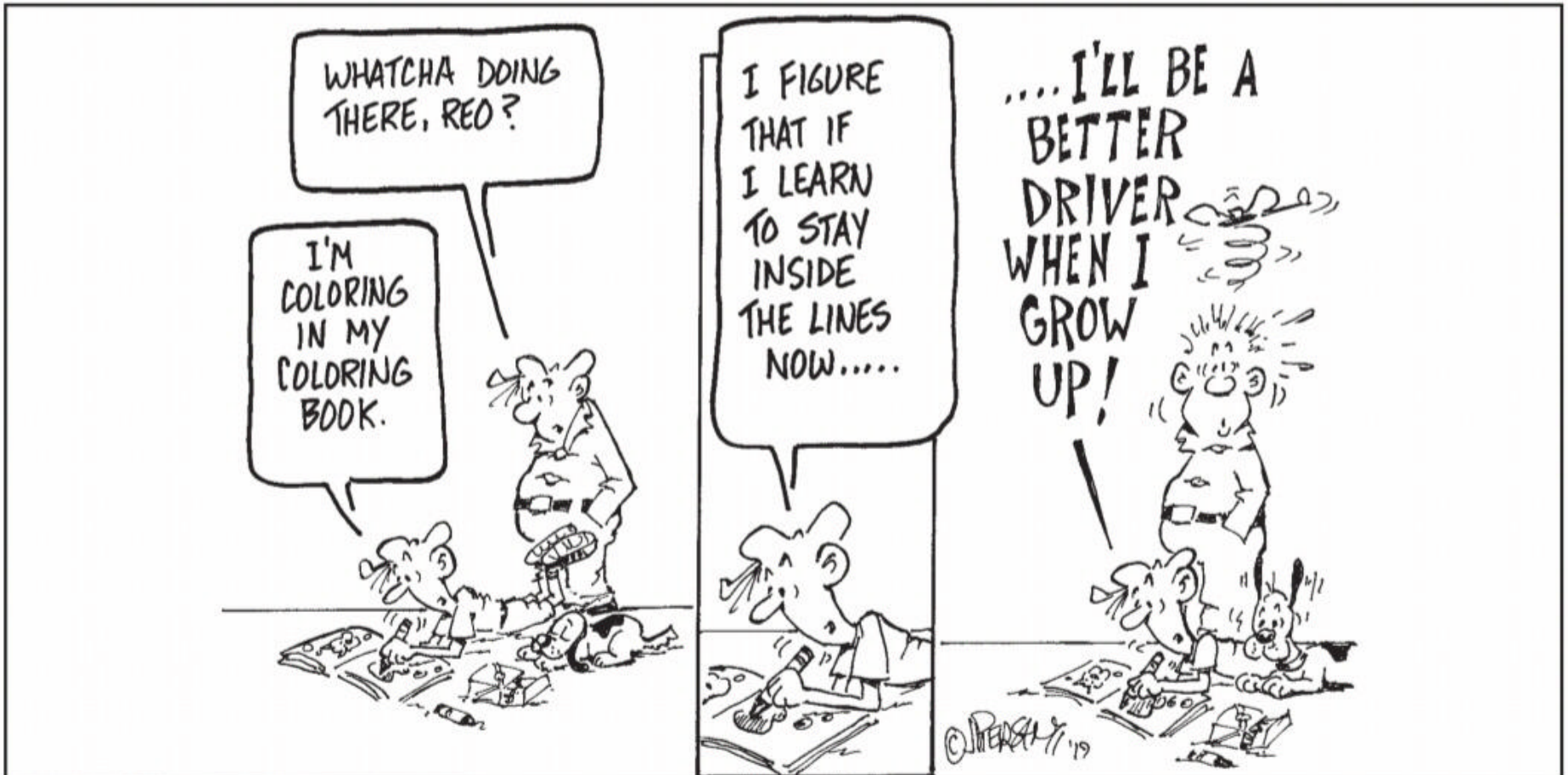


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# Sound Your Horn



## The Iacocca coincidence

Probably the most appropriately named person in history: Lee Iacocca: (I) (A)m (C)hairman (O)f (C)hrysler (C)orporation of (A)merica.

*Jim Watkins, Oklahoma City, Okla.*

## 'Big M' highly recommended

I just bought some parts for my 1958 Dodge Coronet from Big M Automotive in Williams, Calif., and must say that I was truly impressed with their service. The prices were very reasonable, and response and delivery were prompt. I recommend them highly.

For example, I bought the front center bumper bar (Dodge has a three-piece bumper) in excellent condition for \$140 plus shipping. About two years ago, I contacted a different wrecker that was also featured in *Old Cars*. This other wrecker was in Arkansas and was closing. They wanted \$2,200 for the same part. As I only paid \$750 for the car, I politely declined. I guess the seller can ask what they want in hopes of making lots of money.

I just wanted to spread the word about a great yard with reasonable prices, which seems to be quite rare nowadays.

*Jim Llewellyn, Charlotte, Tenn.*

*Editor's note: Thank you for sharing your experience. With such steep prices, perhaps we now know why the Arkansas yard was closing.*

## Searching for lost Duesenberg article

I just read the article on the 10 lost Duesenbergs. It was a fun and enlightening read. As a very long-term subscriber, I seem to remember that *Old Cars* published an article on Duesenberg rebodys by a group of old artisans at a shop in California. I think that was published in the late 1970s. It would that make an interesting republication following your current

Duesenberg story. Go in the archives and have a look. I know I'd like to!

*Mike Dall, Columbia, S.C.*

*The present Old Cars staff hasn't come across that article in the last 20 years, nor were we able to find any pictures from such an article in our extensive archive. With approximately 2,000 issues published in the last 40 years, we are not able to look through each one. Perhaps another longtime reader clipped the story and can provide the date of the issue to which Mr. Dall is referring.*

## Scrambled Toronado XSR

On page 13 of the Aug. 15 issue, there was a small article on an Oldsmobile SRX Toronado. It was actually considered an XSR. Not a big deal, but it makes it a lot easier to look for more information. Great magazine — keep up the good work.

*Wallace O. Powelle, via e-mail*

*Editor's note: Great catch, Mr. Powelle, and on a detail that we should not have overlooked given the recent discussion of XSR Toronados in Old Cars.*

## Liters vs. cubic inches-what's gained?

It's been quite a few years since we were reprogrammed to delete cubic inches from our vocabulary in favor of liters when describing engine displacement. What have we gained? Why is it better to call a 302 V-8 a 5.0-liter or a 350 V-8 a 5.7? Since the liter is a fluid measurement, I find it confusing and redundant using it for a cylinder displacement.

One thing is for sure, we've lost engine identity. You know what company built a car right away when you hear 265, 352, 413, 428, etc., but you'd have no idea if you hear 1.4, 2.3 or 5.2. And since the 426, 427 and 428 are all 7.0 liters, they must be the same engine. Right? It's crazy and makes no sense.

*Dave Mitchell, St. Paul, Minn.*



## Reader Wheels

Ira Klingemeyer owns this slick 1949 Ford custom. "The body work was done by ARTS Custom Shop Providence, R.I.," he says. "The body has frenched headlights with Mercury Chrome rims. The doors have been shaved to show a smooth handle-less look. The tail lights have been frenched so as to show a smooth front-to-rear look. The bumpers were fabricated in California and sent to Arts for installing. The doors and trunk are opened by an electric motor installed by Bobs Auto Center Cameron, N.C. The paint work was done by Kens Body Shop in Carthage, N.C."





# The Scoop

## Hobby News & Views

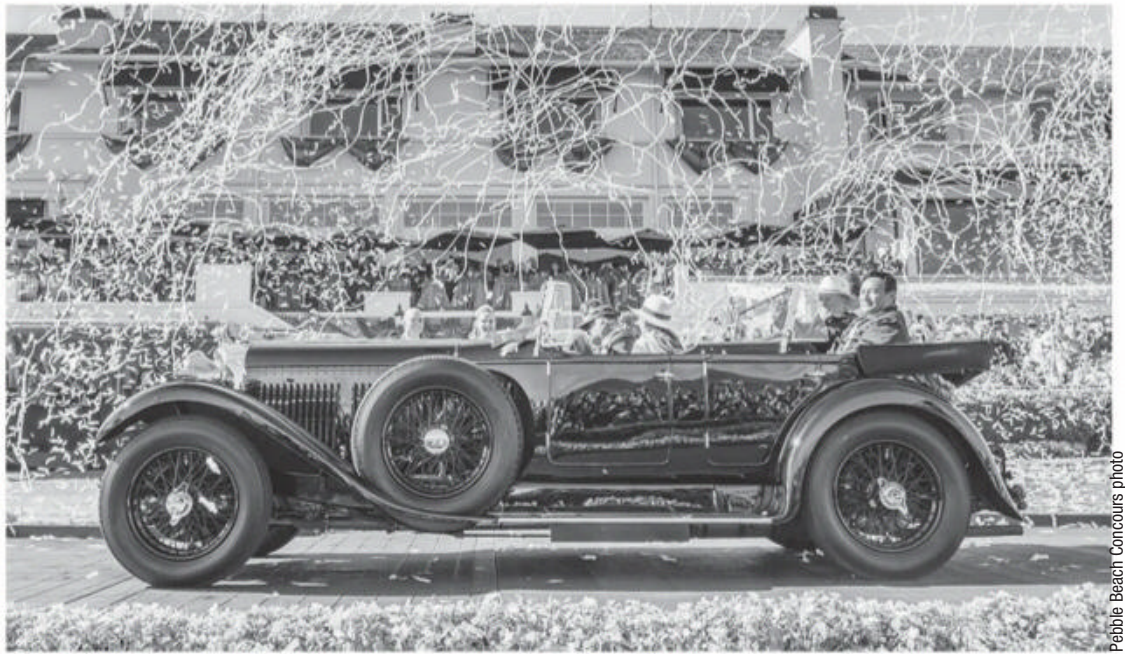


### 1931 Bentley drives off with Pebble Beach gold

**PEBBLE BEACH, Calif.** \_ The 1931 Bentley 8 Litre Gurney Nutting Sports Tourer owned by Michael Kadoorie of Hong Kong was selected Best of Show at the Pebble Beach Concours Aug. 17. A total of 216 classic cars from 17 countries and 31 states competed in the show.

“The centennial of Bentley may have played a role in this award,” Kadoorie said, “but the 8 Litre is the ultimate W. O. Bentley-era automobile. This is the car that represents Bentley at its finest, and I have been very fortunate to have a car that has this elegance and finish, and that the Pebble Beach Concours feels is worthy.”

Other strong contenders included Richard and Melanie Lundquist’s 1938 Talbot-Lago T150C-SS Figoni & Falaschi Teardrop Cabriolet; David F. MacNeil’s 1962 Aston Martin DB4GT Zagato Coupé; and The Keller Collection at The



Pebble Beach Concours photo

Pyramids’ 1936 Mercedes-Benz 540K Erdmann & Rossi Special Cabriolet.

The 70th Pebble Beach Concours d’Elegance will take place on Sunday, Aug. 16, 2020, and will celebrate 70 years of Pebble Beach Concours Best of Show winners, Pininfarina and Porsche 917s.



## Weathered Wheels

Along with a few other old cars, this 1949 Ford F-1 pickup has been in a section of woods for years near Duluth, Minn. “The entire scene looks like a painting to me,” says Steve Isola, who snapped the photo. “Not sure if this is the kind of find you rescue, pick for parts or, as with some other old cars and trucks, use it as yard art. As rough as it appears, the doors, rear fenders, box sides and maybe the hood look salvageable. It has “rat rod” truck written all over it. The license plates expired at the end of 1966.”





## Fall Carlisle to bring in masses for annual swap extravaganza

**CARLISLE, Pa.** \_ More than 90,000 people are again expected to pour into the Carlisle (Pa.) Fairgrounds Oct. 2-6 for Fall Carlisle, one of the nation's biggest old car gatherings. More than 8,100 swap spaces will be filled with vendors selling all things automotive in the massive flea market.

Gates open at 7 a.m. daily. Visitors who purchase the VIP Power Picker gain grounds access as early as Monday and get on-grounds parking. Among the perks of the weekend are free taxi and parts hauling services.

The auction takes place at the neighboring Carlisle Expo Center on Thursday and Friday with more than 500 consignments. Each day will feature specific brands during select hours.

The car corral will return for individuals to offer vehicles (no parts) for sale. Vintage and late-model vehicles in all varieties and conditions will be for sale. Notary services including temporary tags are available in the car corral. All vehicles in the corral must be for sale, in running condition and cannot be dis-

played on trailers. Friday night is Trivia Night at the food court beginning at 6 p.m. The event is free and open to all. The Women's Oasis will feature vendors and artisans selling items such as handmade crafts, jewelry and accessories, kitchen items, unique clothing, treats, beauty products and more.

Tickets and information on all the week's activities are available at [www.carlisleevents.com](http://www.carlisleevents.com), or by calling 717-243-7855.

## Carlisle Auctions adds Nov. Florida sale

**CARLISLE, Pa.** \_ Carlisle Auctions has added a fifth sale to its auction calendar Nov. 8-9 in Sarasota, Fla. The event will be called Sunset-Carlisle Collector Car Auction. It will begin at 10 a.m. each day and showcase 400-plus classic and collector cars.

"Having a residence in the Sarasota area and [being] involved with groups like the Café Racers and the Oaks Car Club, I have seen the quality of collector cars that reside in Sarasota," said Carlisle Events co-owner Bill Miller. "Now Sarasota will be a destination for a world-class collector car auction powered by Carlisle Auctions. Carlisle

Auctions is teaming up with the Sunset Automotive Group to bring the best of the best collector cars to Florida's west coast for this inaugural event."

For information, visit [www.carlisleauctions.com](http://www.carlisleauctions.com) or call 717-960-6400.

## McPherson lands \$1m gift for restoration program

**McPHERSON, Kan.** \_ McPherson College recently announced a gift of \$1 million from California philanthropists Richard and Melanie Lundquist. The gift recognizes the work of renowned car restorer Paul Russell and Company, and was announced at a private event hosted by McPherson College at the Pebble Beach Concours d'Elegance. Russell serves as president of the college's national advisory board for automotive restoration.

"We are committed to McPherson's automotive restoration program, particularly since it is the only 4-year program like it in the country," Melanie Lundquist said. "The college strives to provide the best student experiences. We really enjoy the collaborative partnership we have developed with the college."

The McPherson College Automotive Restoration program began in 1976 with funding from local entrepreneur Gaines



## Wreck of the Week

Ralph Ramsey shared this painful memory from the family photo album. His father, Ralph S. Ramsey, had a little mishap in his 1933 Chevrolet five-window coupe. "He was driving home from working a third-shift job and fell asleep," Ramsey says. "He ran off the road. Fortunately he was OK, but the car was not. The woman in the one picture is his mother, Elsie."





“Smokey” Billue and has evolved into a nationally recognized and award-winning leader in restoration education, offering the only four-year bachelor’s degree for restoration technology in the country.

### James Dean crash photos go for big bucks at auction

**BOSTON, Mass.** \_ A collection of 30 original glossy photos, many unpublished, which vividly document the fatal car crash site of Hollywood actor James Dean recently sold for \$22,498, according to Boston-based RR Auction.

Dean was killed at the age of 24 when his 1955 Porsche 550 Spyder, coined the “Little Bastard,” collided with a 1950 Ford Custom driven by Donald Turnupseed on Sept. 30, 1955. The accident occurred when the actor was driving westbound on U.S. Route 466 on his way to a racing event at the Salinas, Calif. Municipal Airport.

The collection consists of 12 overhead views of the junction of Route 466 and Route 41, which lay a visual groundwork of the surrounding landscape.

Also featured is a total of 18 ground-level photos, with nine showing Routes

466 and 41 in up-close detail. Nine others show the aftermath photos of Dean and Turnupseed’s mangled automobiles.

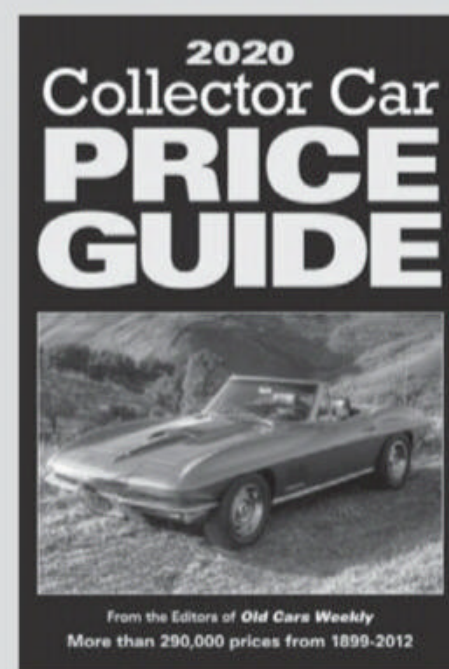
### Vintage Grand Prix returns to PA

**COATESVILLE, PA.** \_ The Coatesville Vintage Grand Prix will have its fourth running Sept. 21 in Chester County. The race features pre-1970 cars and motorcycles racing through the city streets in a one-day event.

The festivities gets started at 8:30 a.m. with a Color Guard ceremony and the national anthem. The start/finish line is located at 3rd and Lincoln Highway. Cars go off at 9 a.m. and follow a 2.2-mile course along Lincoln Highway encompassing the heart of the city and its neighborhoods. Admission is free. For information visit [www.coatesville-grandprix.com](http://www.coatesville-grandprix.com).

**If you have a cool photo to share, email [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com) or send us a note to *Old Cars* at 5225 Joerns Dr. Suite 2, Stevens Point, WI 54481.**

## 2020 Collector Car Price Guide



The BRAND NEW 880-page **2020 Collector Car Price Guide** contains more than 290,000 price listings across six price grades and spans 11 decades. And it covers nearly every mass-produced make and model sold in the United States: sports cars, imported cars, Classics and trucks. To get your copy, visit [www.amazon.com](http://www.amazon.com) or other major book retailers.



## Reader Photo

Ken Bush, of Northfield, Vt., shares this photo of his father, Ken Sr., from back in 1954. “He is posing with his 1940 Buick Roadmaster four-door, which sported aftermarket fender skirts,” he says. “He and my mother took the Buick on their honeymoon that same year and drove it for two more years before trading it in for a 1950 Buick. In the background parking lot is a 1949 Chevrolet.”







## Bulb Horn reminds us that the joy is in the driving

**T**he cover story of the May-June edition of the *Bulb Horn* featured an iconic 1962 Porsche 356B. The classy bimonthly magazine is the main conveyor of the Vintage Motor Car Club of America (Dennis Holland, editor at the wheel).

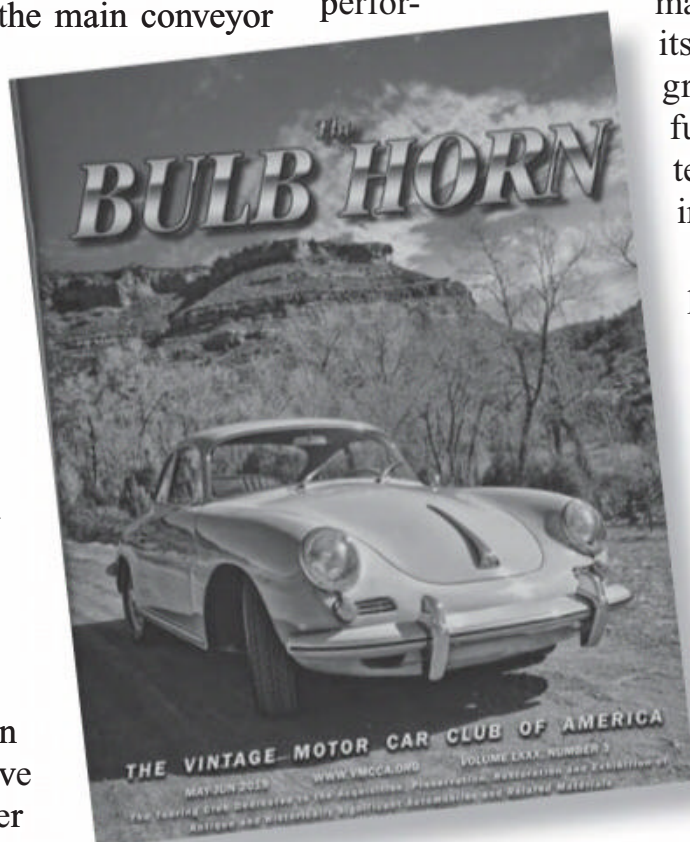
The lavish six-page article is colorful in text and visuals, traversing the early days of that Porsche model. Generally, collectors are familiar with the launch of the 356 in 1948 from the Austrian factory in Gmund. A good number will know the evolution through four generations of 356A through D variants seeing daylight through 1965 thanks to the Reutter factory in Stuttgart, Germany.

The evolution in style and features is tapped in the article, with such tidbits as 78,000 units being made “of which 2,249 standard T6 60-hp coupes were produced in 1962,” wrote David Dennis, with substantive photos also provided by Holland. The writer puts the human element behind the wheel with flashbacks to his early encounters with the sporty Porsche, eventually arriving at ownership of the featured 1962B in 1992, 27 years following those early memories. Evidently, his hope never waned.

Said the writer, “A regular driver for several years, it has become a fair-weather car for challenging driving skills on

winding narrow roads in the hills and for VMCCA tours and Rocky Mountain 356 club [sic] rallies.” He sums up, “It is a performance car — gearing well-matched to its RPM and torque specs, and with great stability on the corners. It is a fun car to drive and attracts much attention. After 26 years, I can’t imagine not having it as a companion.”

All this brings to mind the purpose behind our collector cars. Regardless of age or condition, collector cars of today were made for a single paramount purpose—to be DRIVEN and enjoyed. Static viewing of an old car at rest may be an artistic enterprise resulting in “ooohs” and “aaahs” from onlookers, but the real purpose of that old car’s existence comes when the motor turns and it takes to the road as a mechanical marvel from the past.



### The Bulbhorn

Vintage Motor Car Club of America  
7501 Manchester Ave.  
Kansas City, MO 64138  
vmcca.org

OC

## VINTAGE AD OF THE WEEK

BY M.J. FRUMKIN

An illustrated newspaper advertisement for the 1960 Chrysler used a television studio theme as a framework for the “lion-hearted” MoPar. The background includes large TV cameras, lighting, sound equipment and technicians. Yet, we learn that this particular promotional piece was not due to some arbitrary whim, but that the artwork was a reminder and a continuation of a sales promotion that began a week earlier. On March 25, 1960, the annual “TV Guide Awards” show, sponsored by Chrysler Corp., highlighted the Windsor four-door sedan as a “star” that evening. During the live color broadcast, hosted by Robert Young of “Father Knows Best” and “Marcus Welby, M.D.” fame, the advertised price quoted for the well-equipped Windsor was \$3,678.60, the same amount that was repeated in newsprint. A sidebar to the featured ad informed that even at the low price listed, standard equipment comprised a 305-hp, 383-cid V-8; TorqueFlite automatic transmission; Constant-Control power steering; white sidewall tires on safety-rim wheels; High-Tower driver’s seat; AstraDome control center with Panelescent lighting; Lustre-Bond enamel exterior paint; and, of course, Chrysler’s famous Torsion-Aire ride.

OC







**Q.** Does anyone make a replacement convertible top with a “moonroof” (meaning a clear plastic piece over the front)? I recall seeing one in the old Warshawsky/J.C. Whitney catalog some time ago.

— Brian Cheske, Villa Park, Ill.

**A.** Golly, I don’t know. The J.C. Whitney of today is a far cry from the outfit that used to send me a new catalog (it seemed like) every week. I see there are convertible tops on its website, but none like the type you seek. You don’t say what car you want it for, but I suspect your best bet is to find a good auto trim/top shop somewhere near you and have one made.

**Q.** I just saw your answer to the Q&A question about GM headliners (Aug. 15). Having replaced more of these than I care to remember, I thought I would give you my information.

GM’s 1977 “B” bodies and subsequent models started using a headliner that did not require cross bows. It used a cloth material, velour or felt that had a foam rubber backing. This was then glued to a molded hard styrofoam backing. It’s not the adhesive that fails, but the foam rubber material on the back of the fabric. Because of the ridged styrofoam backing, it would hold in place using only the perimeter moldings and the interior lamp. This was a much cheaper way to do it, but with heat and age, the foam rubber turns to powder and the fabric falls down.

Now, as to total replacement, when available I used material sourced from GM parts. Later, I used SMS Auto Fabrics in Canby, Ore., and got the exact same thing. The perimeter

moldings are not easy to remove as the plastic retaining clips are mean. They are “V” shaped and need to be drawn together right to left. I have a very old pair of 90-degree thin flat snap ring pliers that I use on them. They are also designed to draw the molding in to depress the headliner and that makes them fit tighter. Some will break on removal so it’s nice to have new ones on hand. Also, the visor supports will smash the styrofoam backing into the body causing it to stick. You will need a thin scraper to release it otherwise you will rip the corners out. Be very careful with the backing as it will be as brittle as a potato chip. Believe it or not, the old adhesive and what’s left of the foam can be removed with a very soft wire brush attached to an electric drill. A can of aerosol trim adhesive and new material, trim around the edges and time to reinstall. I have seen auto trimmers leave both the front and rear molding in place and slip the headliner in and out. I am not that good and have never tried that.

— Phil Aubrey, Merlin, Ore.

**Q.** In regards to Eric Anderson’s concerns about 1980s GM headliners bubbling and falling down (Aug. 15), I have the following reason for this. When GM starting using the foam blanket above the headliner they used adhesive on the foam, which absorbed the adhesive thus allowing limited sticking of the headliner material. This became even worse if the line crew put the adhesive on and went on break: the adhesive would partially dry while they were out, and caused this problem. The other issue is that when outside temperatures got very warm,



Headliner clip

this would also loosen the headliner and cold weather would do the same thing. I have had several GM vehicles on which this has happened.

I have a friend who worked for GM styling division for his whole career and GM was well aware of this problem as the adhesive was substandard. I found a way to mostly fix this issue by dropping one side of the headliner and spraying new adhesive on the foam, as well as a light coat on the headliner material. I had a helper in tucking the headliner back. Through another friend who has an upholstery shop, I found that 3M has an excellent adhesive. Hope this tidbit helps.

— Scott G. Peterson, Duluth, Minn.

**A.** Welcome to GM headliner week at *Old Cars*. Thanks to both of you for sharing your experiences. You’ve pretty well ruled out my suggestion for injecting new adhesive behind the headliner material. I yield to your expertise.

To submit questions to this column: E-mail [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com) or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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# SWEET BABY BLUE

## 1955 Chevy pickup is hard to miss, and easy to love

STORY AND PHOTOS BY BRIAN EARNEST

**V**ietta and Jim Kampen made a little deal when they decided to go truck shopping a couple years back. Jim already had a dandy 1965 Chevrolet 1/2-ton pickup that the Portage, Wis., couple was having fun with, but they decided they needed two.

“We were enjoying going to car shows and we decided that we needed his and hers,” Vietta said.

And the deal they made?

“He gets to pick the year and body style, and I get to pick the truck,” she chuckles.

“I’m a farm kid,” Jim adds. “That’s all I’ve ever driven is trucks.”

And Vietta didn’t have to think too hard about her decision when she came across a 1955 Chevrolet 3100 Second Series pickup that she found online. The truck had been restored in Arizona and had the originality and wonderful “wow” factor that Vietta had been hoping to find.

“This one is a frame-off restoration. It came from Arizona

— the Tucson area,” she recalled. “My sister lives about 45 minutes away and she took a buddy to go look at it. They both decided it was worthy enough...So we had it shipped back to Wisconsin. The guy that worked on the truck is a recovering alcoholic and he works on vehicles as a way to stay sober. This was his 18th or 19th vehicle he had restored, so there was a really good background story and we’ve got some pictures of what the truck looked like originally. He had a lot of work to do to make it look like it does today. It was in pretty tough shape.”

The restorer had done a complete body-off-frame makeover of the old work truck. Before that, the Chevy had apparently bounced through a series of owners out West before its fortunate landing in a restoration shop. The Kampens didn’t know the pickup’s complete history, but they could tell the truck had done exactly what it was intended to do during its long life — work.

“We know that we are probably the fifth owners of it. It



looked to me from the pictures that maybe somebody had done some work on it before,” Vietta said. “There were two different colors on it. I don’t know if a different bed was added onto it at some point, or if it was just a paint issue.”

The truck had its original engine, however, and was in the hands of an experienced restorer, which were two big check marks on the plus side for the Kampens. The previous owner rebuilt the truck inside and out using all original or correct replacement parts. The beautiful baby blue paint is not an exact match for the original Chrystal Blue — with a white cab — that was offered on the trucks in 1955, but it’s close and it’s a beautiful choice for the venerable hauler. “It does really well at car shows because people like how it looks,” Vietta admitted. “It’s a cool color combination.”

### The Task Force arrives

Chevrolet had lost its spot to Ford as the country’s top-selling car builder in 1954, and General Motors brass were determined to reclaim that title in ’55 with the biggest revision of products GM had ever attempted. At Chevrolet, all-new 1955 cars were dubbed “The Hot Ones” and were introduced in the fall of 1954. The redesigned trucks were supposed to be introduced along with the new passenger car line, but due to the size of GM’s massive plan, Korean war contracts and sales pressure from Ford, truck line development was delayed. That meant that all that was available early in the year was the “First Series” trucks, which were basically holdovers from 1954.

The completely new “Second Series” 1955s were introduced on March 25 and had what the company billed as “Task Force” styling with lower, flatter hoods, fender lines and rooflines. There was a panoramic wraparound windshield and an egg-crate grille. The cabs and bodies were slab-sided. The standard pickup still had short running boards and protruding rear fenders. A larger, winged Chevrolet emblem decorated the hood. The front fender sides had spear-shaped nameplates with Chevrolet lettering and the series designation mounted behind and above the wheel openings. On trucks with the

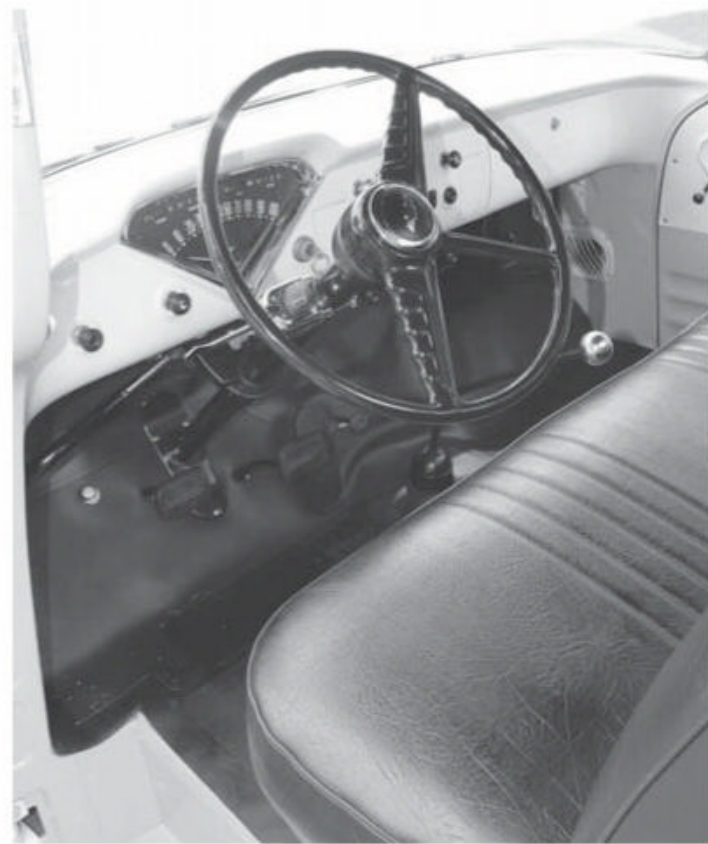
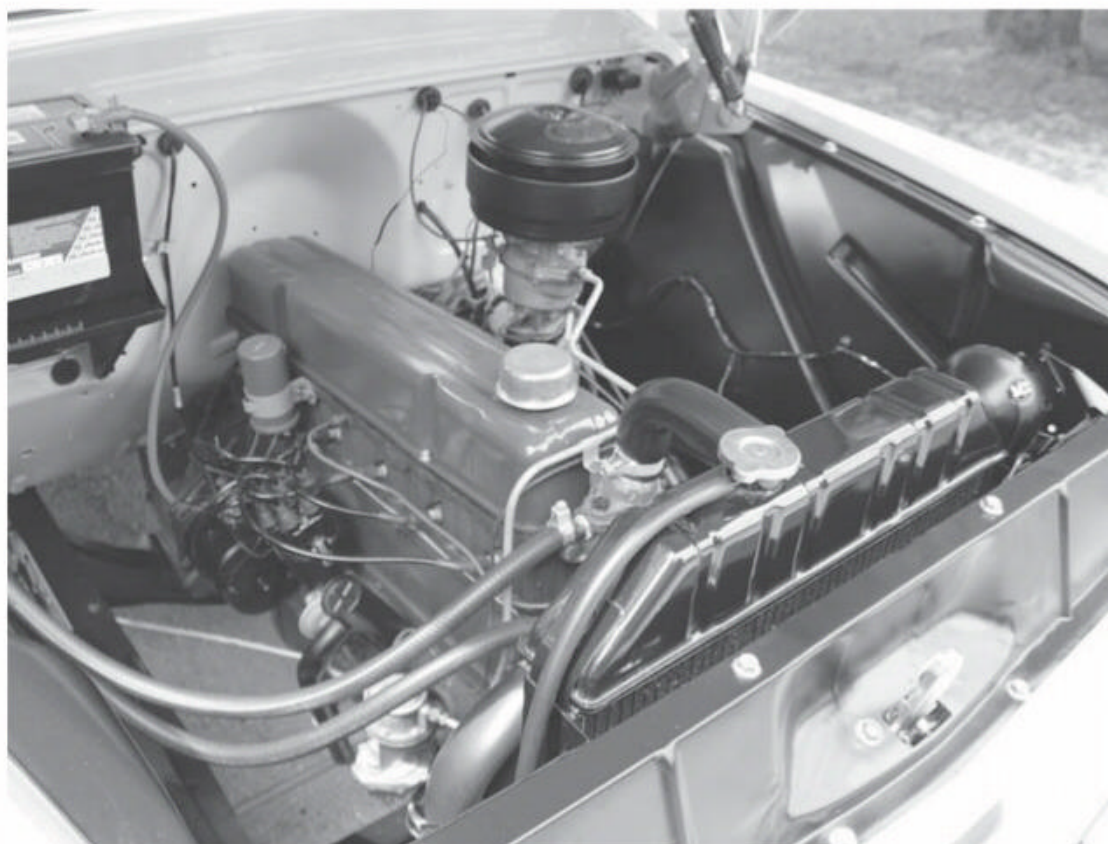
engine option, V-8 emblems were found on the fender sides, just below the nameplates. Inside was a new dash with a fan-shaped instrument panel. Interiors were trimmed with oakbark woven plastic and breathable rayon fabric in black or beige (all models), or brown and beige (cab models only). Floor mats were black rubber. Trucks with optional Custom Cab equipment had upgraded trim with foam padding; chrome dash knobs; cigar lighter; dual armrests and sunshades; and extra chrome trim. Technical changes included a new Thriftmaster inline six engine, shorter wheelbases; longer leaf springs; 12-volt electrics; and tubeless tires on half-ton 3100 models. There were 13 solid and 13 two-tone color combinations with wheels painted lower body color on all 3000 Series trucks.

The three V-8 engine options were big news for Chevy truck buyers. Customers who wanted more grunt than the 109-hp inline six provided could opt for 265-cid V-8s with 126, 162 or 180 hp.

Equipped with the six, the 3100 pickups weighed in at 3,210 lbs. and carried a base price of \$1,519, which was only \$89 more than the base price of the holdover First Series trucks.

The 3100 trucks rode on a 114-inch-wheelbase chassis and measured 185.7 inches in length. They came with 6.70 x 15 four-ply tubeless tires, a three-speed manual on the column, four-wheel hydraulic drum brakes and steel disc wheels. Popular options included a heavy-duty three-speed manual; overdrive; and a four-speed manual. A Hydra-Matic transmission was also available. Other choices on the options list included: a heavy-duty clutch; heavy-duty radiator; oil bath air cleaner; heater/defroster; double-action shocks; rearview mirrors; painted or chrome rear bumper; dual tail and stop lamps; heavy-duty rear springs; foam rubber seat cushion; auxiliary seat; power steering; electric wipers; high-output generator; side-mounted spare tire carrier; and a heavy-duty battery.

Dealers also had a list of accessories that they could add on before buyers drove off the lot. Among them were: sun shades; a radio antenna; heater; seat covers; portable spotlight; door



Vietta and Jim Kampen are sticklers for originality and they have it in spades with their 1955 Chevrolet half-ton. The baby blue color is not an exact match for the factory color, but the six-cylinder engine and Spartan interior are both correct and nearly flawless.



edge guards; chrome door handle shields; chrome hood ornament; dual fog lamps; AC/DC shaver; tool kit; compass; underhood light; second horn; directional signals; and front bumper guards.

To further up the ante in the truck market, Chevrolet also unveiled its dazzling new Cameo Carrier half-ton pickup for '55. It had a bold new slab-sided box with fiberglass fenders and tailgate panel, exclusive upholstery and the now calling-card curved rear corner windows. Only 5,220 of the new trucks were made, but they certainly helped Chevrolet stir things up and make a splash in the increasingly competitive truck market.

### Ready for show time (almost)

Vietta says she was willing to sacrifice some modern comforts and driveability in exchange for authenticity, and that's what she got with her wonderful 3100 pickup. "For us it's gotta be stock. Original is the only direction we'll go with a vehicle," she says. "This one's got a 235 engine in it, it's four-on-the-floor with a granny low. It's a step-side, of course, and it's not made for the extra spare tire [sidemount]. It's got an add-on heater on it. No air conditioning. No power steering. No power brakes [laughs]. It's quite a fun thing to have to turn. It takes so many revolutions of that big wheel to get it to go 90 degrees. The tires are skinny, so you can get stuck in mud pretty easy."

The couple was looking for a truck that was mostly finished, but they were willing to do some work if necessary and tie up some loose ends. They did find some loose ends on the '55, but nothing that was close to being a deal-breaker. They did have one moment of alarm when the truck first arrived and they couldn't get it started, however. "We went to take it off the truck and take it into the shed, it didn't want to start," Vietta recalled. "And then we noticed there is a little starter pedal on the floor next to the gas pedal. It was a thing where you turn the key and the key doesn't start the truck. You have to use the starter pedal to start the truck, and there were no instructions with the truck! He had told us to pull out the choke three-quarters of the way, but didn't tell us to use the starter pedal."

"We've done some work to it. It has a whole new electrical



system because he had actually used wire nuts to splice things together. Then when we had that work done we found out there were a lot of loose bolts that were only hand-tightened down, so we had to go through everything and tighten it all up. It's a lot quieter now. We tightened up some screws in one door, and put some tape in between and it doesn't squeak as much... It came with vac-

uum window wipers, but it's really not a very good choice ... so we had the guys who worked on it at The Shop in Endeavor [Wis.], they put regular (electric) window wiper equipment in it ... two-speed, slow and fast.

"But for the most part, it was all done. It has the original engine ... and we could see in the pictures of him working through the process and see the pieces before they were painted and then after they were painted. He was a professional carpenter by trade and we could see he had made the rails, but his idea of rails that were in good shape and our idea were a little different, so Jim actually took the rails off and re-did the rails and then we used a marine oil so we didn't have to deal with drippage and having to fix them up."

"It's maple on the bed and oak on the rails," Jim added.

The Kampens now have a third hobby vehicle at home that they are working on — a 1962 GMC Suburban. Eventually they might have to hire a third driver to be able to take all three vehicles to shows together, but they'll worry about that dilemma when the time comes. For now they are having a blast arriving together with their '55 and '65 Chevy trucks and visiting with all the other truck lovers who stop by to admire their "his and hers" haulers.

"I'm careful, but I drive it," Vietta says. "It's insured. It can be painted. You can find parts for it, for the most part. We don't drive too far. Our radius is maybe 50 miles.

"I think the enjoyment in a car show is all the old guys looking at it and reminiscing about the old farm trucks that they've had or the guys who have worked at the plants and coming back and saying, 'That looks better than when we put them out ... That looks better than what we would have had on a showroom floor.' You talk to the older guys and they know about the vehicles. To me that's the fun part of being at a car show." **OC**



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# 10 Hot Chevys

## Bow-Ties that are trending upward

STORY AND PHOTOS BY JOHN GUNNELL

**W**hen the collector car hobby began years ago, the most popular cars were Fords. You can find club rosters from 40 or 50 years ago and very early Fords, Model Ts and Model As take up most of the listings.

The first collectable Chevy to get really popular was the handsome 1932 model, which was styled as a baby Cadillac. From there, the spotlight moved to 1940-'41 Chevys, which a West Coast dealer sold to many hobbyists.

Of course, the Tri-Five Chevys caught on next and literally turned car collecting upside down in Chevy's favor. Although Fords of the same years are beautiful cars, they never caught on like the 1955, 1956 and 1957 Chevys.

Not only did these Chevys flood the fields at car shows, they also shot up to very high values and made people realize that somewhat common cars of the '50s could fetch the same prices as some 1930s Classics and rare foreign exotics.

Today, the Tri-Fives have had their run. If you bought one years ago, you enjoyed the increase in popularity and price. If you buy one today, you'll probably pay through the nose. Even a stripped down, cut-up two-door body that's likely to wind up as a straight-axle drag car can bring \$5,000 in today's marketplace. A well-restored '57 ragtop can easily pull down a six-figure bid at a classic car auction.

Other Chevrolets, such as the fancier 1958 models, the 1961-'62 "Bubble-

tops" and the 1963-'64 Impalas, have followed the Tri-Fives into the high-priced bracket. These so-called "late-great Chevys" do hold their values. You can still have fun with these models, but the days are gone where you can buy them low and sell them high and wind up with a tidy profit for your car knowledge.

So, where does that leave the "average Joe" collector of 2019 who has a passion for Bow-Tie buggies and a budget? The answer to that question is that there are still market sleepers around that you can buy while they're napping and turn a profit on when the market wakes up to their features and benefits. Here's a list of 10 Chevy products that are getting collectable today:



### 1: CORVAIR

The Corvair has always been a cult car with a loyal following, even if its favor seems to have faded a bit. As one of the first compacts from the "Big Three," the Corvair is historical and as a rear-engined air-cooled car, it's definitely unique. Keep in mind that the Corvair was on track to be the youthful

enthusiasts' car before the Mustang came along and took over that niche. Like the Ford pony car, the Corvair came in coupe and convertible models, plus a station wagon that's a low-production (read: rare) model. Some Corvair prices have dropped

to the \$5000-7000 range, but that means they're "on sale" and a great buy for budget-conscious collectors. Plus, quirky cars seem to be "in" these days.

### 2: 1965-1966 FULL-SIZE CHEVY

The '65 Chevy came out the year the author got his driver's license and it was his dream machine back then.

With timeless styling, a wide choice of engines and lots of muscle car goodies, Chevys of these years



brought back fastback roof lines and Caddy-like grille designs. Collectable models include the Impala SS, the Caprice (an option in 1965 and a model in 1966) and practically any convertible,



two-door and station wagon. In today's market, prices are really starting to climb on just about all 1965-'66 Chevys.

### 3: VEGA

John Z. Delorean was the head of Chevrolet in 1971 and the Vega was a completely new sub-compact designed to get the company through the gas-crunch years. It had sporty looks and a 149-cid, 90-hp four-cylinder engine. GT versions were a \$350 option package. The Cosworth modified editions of 1975 and 1976 produced 270 hp and bring steep collector prices today. Other Vegas sell for a lot less, but are hard to find because the cars weren't very durable. That is exactly what makes them interesting today. Don't expect to get rich investing in \$5,000 Vegas, but you can buy one, have fun with it and perhaps sell it later for a small profit.

### 4: MONZA 2+2

The subcompact 1975-'81 Monza was based on the Vega and shared its wheelbase, width and 140-cid engine. The Monza 2+2 was supposed to get a GM-Wankel engine, but due to mediocre fuel-economy and emissions issues, the Wankel was dropped from plans and an optional 5.0-liter V-8 was offered. With sporty looks and its sizeable V-8, the hot little Monza 2+2 is sure to catch on with collectors. Prices are currently around \$5,000 and up, but watch for them to scoot up on V-8-powered cars.

### 5: GENERATION IV EL CAMINO

The El Camino coupe-pickup was redesigned in 1973. It was again built on the Chevelle platform, specifically the station wagon chassis. 1973-'77 marked the largest El Camino generation. The base model and the optional SS version shared interior and exterior appointments with Malibus in 1973 and starting in 1974, the El Camino Classics shared the Malibu Classic appointments. The SS model included a black grille, SS badging, bodyside striping, bright roof rail moldings, dual sport mirrors, special front and rear stabilizer bars, rally wheels, 70-series white-letter tires, instrumentation and SS interior emblems. The SS was available with a 350- or 454-cid V8 and four-speed or Turbo Hydra-Matic transmissions. As truck popularity grows, watch for vehicles that cross over into the truck realm to

have added appeal. Values are currently about \$10,000 for small-block "Elkys."

### 6: GEN III MONTE CARLO

Like other General Motors intermediates, the Monte Carlo was down-sized for 1978. This cut 15 inches and 750 lbs. In 1978, a 231-cid V-6 and 305-cid V-8 were offered. The '79 model had a new grille and other minor changes. A new

267-cid V-8 was an option and a four-barrel version of the 305 with 180 hp was added. The mildly updated 1980 model had quad headlights and several new power options including a 229-cid V-6 and a turbo 231-cid V-6 with 170 hp. Available only three years with this styling, these cars are a good bet for the future, especially since the values of their 1981-'88 successors continue to rise.

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## 7: GEN IV MONTE CARLO SS

The Gen IV GM G-body body was smoother in profile than the previous models, and they have remained popular since they were built. Models to look for include the Turbo. Chevy built 3,027 Turbo Monte Carlos in 1981, then dropped it in 1982. The 1983 Monte Carlo with the Z65 Super Sport Package is very collectible. A rarity is an '84 base model with a 350-cid diesel; only 168 were made. T-tops add to Monte Carlo collectability. Montes returned in '85 when the 200-4R Hydra-Matic with a sport rear axle ratio arrived for the SS, along with a 4.3-liter V-6 for non-SS models. SS models received a high-output 5.0-liter V-8, which adds to their desirability. The 1986 Aero Coupe was a low-production model created to legalize a back-window treatment for NASCAR. Only 200 of those were sold and they are getting very collectible. In 1987, Chevrolet eliminated the Sport Coupe version of the Monte Carlo, leaving the LS, SS and Aerocoupe (6,052 made). The 1988 models were built in December 1987. Prices range from \$8,000-\$12,000 for mint non-SS models

and around \$20,000 for very low-mileage SS models.

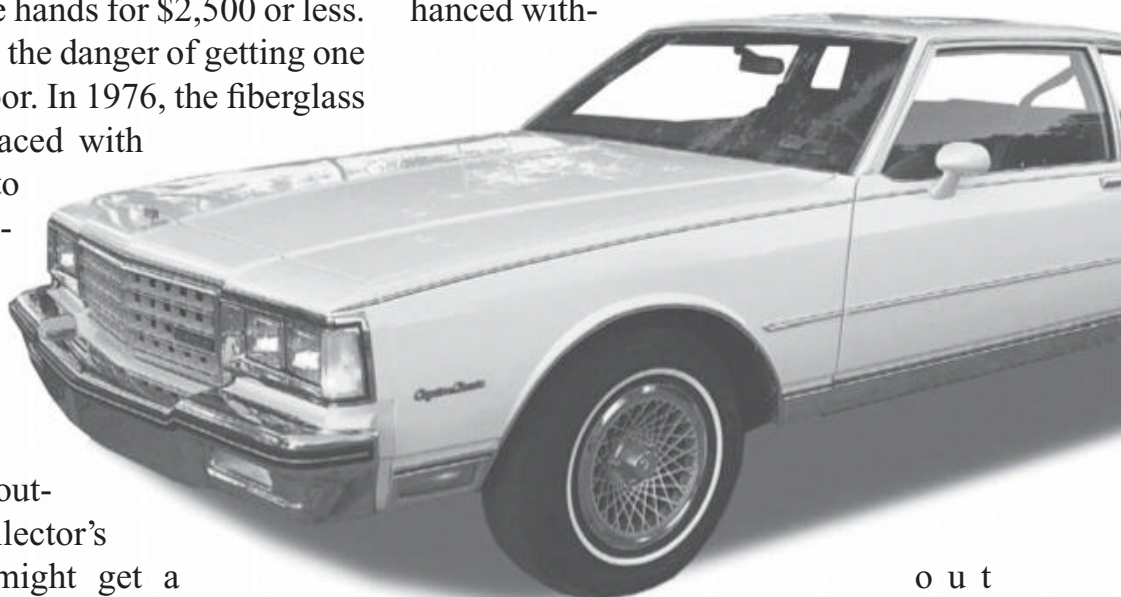
## 8: 1976 & 1977 CORVETTE

Almost everyone has dreamed of owning a Corvette, but fitting one into a budget can be a problem. However, almost anyone can find a 1976 or 1977 Corvette that's affordable. We've seen these cars trade hands for \$2,500 or less. A big reason is the danger of getting one with a rusty floor. In 1976, the fiberglass floor was replaced with steel panels to provide protection from the catalytic converter's high heat. If you find a rust-free car outside the collector's market, you might get a good buy due to the bad reputation for rusting. Also, keep in mind that if the car has rust, it can be fixed (as long

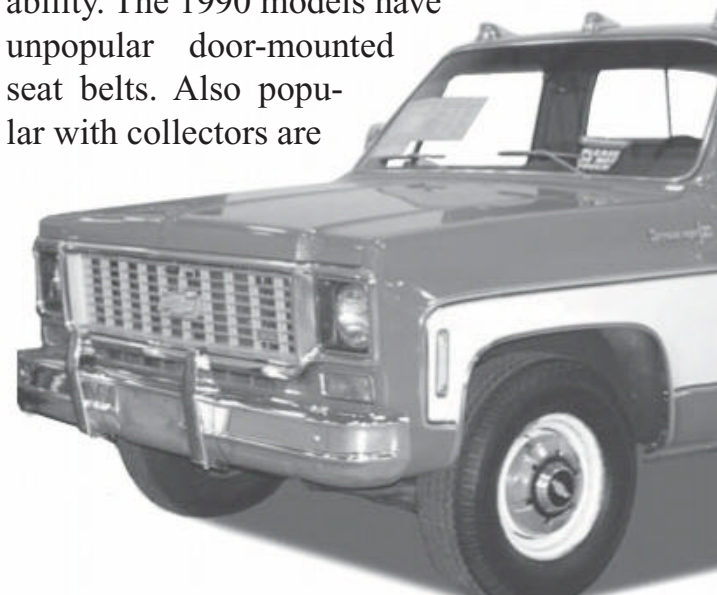
as the frame is solid and straight). Cars of these two years also look a little plain, but they can be dressed up and provide lots of Corvette fun for prices far lower than what other 'Vettes bring.

## 8: GEN III 'BOX CAR' CAPRICES

These cars were built from 1977 to 1990. The 1977-'79 came out of Chevy's \$600 million Project '77 modernization program. Though large by today's standards, Caprices were drastically downsized from previous big Chevys, although interior roominess was increased. Two-door models from 1977-'79 featured a three-piece rear window that created a semi-fastback look. Landau coupes featured a half-vinyl roof. There were sedans and wagons, too. The 1980-1990 models had all-new, subtly smoothed sheet metal that enhanced with-



out drastically altering the "Caprice look." Coupes were still available from 1980-'82 and 1984-'87, but starting to get rare. In 1986, the front fascia was facelifted and the grille became slimmer while the tail lamp panel became more modern. The Brougham LS model released in 1986 has increased collectability. The 1990 models have unpopular door-mounted seat belts. Also popular with collectors are



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the 9C1 police editions of the “box car” Caprice. They often tested as America’s No. 1 cop car. Prices top out around \$10,000 for mint examples.

## 9: HOLDEN-BASED POLICE CAPRICE

The Caprice name was revived after 15 years for an Americanized cop car from 2011-2017. This Caprice was a full-size car with a traditional rear-wheel-drive layout. It was built by Holden, the long-time General Motors subsidiary in Australia, where this model was known as the Holden WM/WN Caprice. A Holden-Statesman/Caprice was also marketed in countries such as the United Arab Emirates and Saudi Arab during this time. It was sold in both civilian and police trim versions. These cars are already collectible.

## 10: 1973-1987 C/K PICKUPS

Third-generation Chevy C/K trucks are known as “Box-body” or “Square-body” trucks among collectors. GM’s official description was “Rounded-Line” based on the rounded styling lines of the windshield corners, cab roof corners and “limousine style” doors. The 1967-’72 Gen II C/K trucks were the first to gain a really strong following, but as supply of those dwindle, the Gen IIIs are getting a second look from collectors and zooming in both demand and value. These trucks were prone to rust, so check carefully for signs of “tin worm” infestation. Naturally, the higher trim levels are most desirable, as are big engines, lots of factory accessories and sporty short-bed and stepside models (\$15,000+), but don’t overlook the appeal of a really clean base model (\$8,000-plus) that’s never seen corrosion. **OC**



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# LONGTIME COMING COUPE



## Chevy man finally has the '34 Chevy of his dreams

STORY AND PHOTOS BY BOB TOMAINE

**L**loyd Shisler knows from experience that wanting a certain car and finding it can be worlds apart.

"I've always wanted a coupe, all my life," said Shisler, whose 1934 Chevy DA Master five-window coupe is featured here, "but I could never find one that wasn't either too far gone or hot-rodded, and then I saw this one advertised...."

"I had a four-door sedan. That was a '33. I sold that down in Charlotte a few years ago and I've been kicking myself ever since. I'd had that for about 25 years."

### An evolution of Chevy engines

Shisler's coupe — like the sedan he'd owned before it — is an example from the six-cylinder era for which Chevy would become well-known and widely appreciated, but the models that predate the sixes are sometimes forgotten. The first Chevrolet had appeared in 1912,

two decades before Shisler's coupe, and had been built around a 40-hp six that was unrelated to the later engine. Four years later, Chevy was offering only four-cylinder models and in 1917, its V-8 appeared.

The V-8 placed Chevrolet in exclusive company, as only a handful of other makes including Cadillac and Peerless were building comparable engines, but its status was short-lived. After 1918, the four became a Chevrolet buyer's only choice. By then, the market was becoming interesting thanks primarily to Ford's Model T, and in 1927, Chevy moved ahead in sales as Ford made the transition from the genuinely beloved and sadly obsolete Model T to the more modern Model A. The rivalry that continues today wasn't settled at once, but Chevrolet advertising pulled out all the stops to position itself ahead of the Model A that was completely new, but still a four.

In 1927, it was "the most beautiful

### 1934 Chevrolet at a Glance

Chevrolet offered the Master Series DA and Standard Series DC beginning in January 1934; both were sixes, although the Standard engine displaced 181 cubic inches while the new Master engine displaced 206.8 cubic inches (up from 194 cubic inches in 1933). This was the second year for the Fisher No-Draft ventilation system. Innovations included the availability of a "Knee-Action" coil spring front suspension on Master series Chevrolets. External horns were no longer available. A new X-Y frame was used on Master models, which also had a new valve-and-rocker-arm arrangement for the Master "Blue Flame" six. Calendar-year registrations were 534,906. Calendar-year production was 620,726. Model-year production included 457,167 in the Master series and 99,499 in the Standard series for a total of 556,666 Chevrolets. Chevrolet general manager was M.E. Coyle. Fender skirts were a new Chevrolet accessory. In an unusual promotion to prove the power of the improved Chevrolet engine, a 1934 Chevrolet six was used to tow a Burlington Zephyr train into a Chicago railroad station.



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Chevrolet in Chevrolet history” providing “quality at low cost.” In 1928, it was “bigger and better;” in 1929, it was “a six in the price range of the four” providing “quality at low cost,” and prospects were told that “even if you are accustomed to driving higher-priced cars, you will marvel at its remarkably smooth operation. And if your experience has been largely with four-cylinder cars, you will be literally amazed.” Another ad explained that “everywhere, discriminating buyers are turning to the new Chevrolet Six in overwhelming numbers — for here is offered, in the price range of the four, the distinguished beauty and smooth, powerful performance that characterize the truly fine automobile.”

By 1931, the Chevrolet Six was “distinctly smart — thoroughly modern and lower priced than ever.” When Shisler’s 1934 model was built, Chevrolet told potential owners to “drive it only five miles and you’ll never be satisfied with any other low-priced car” since it offered “spacious Fisher bodies ... fully enclosed knee-action ... Blue Flame engine ... cable-controlled brakes.” Advertising reflected new confidence, explaining that “the big question for thousands of buyers is not whether to choose a Chevrolet, but which Chevrolet model to choose” because “once more this year, Chevrolet follows the policy which has given it five years of sales leadership out of the past seven: To add quality to quality. To pioneer the newest, proven advancements. To utilize every advantage of building the most motor cars — so as to build the best low-priced cars.”

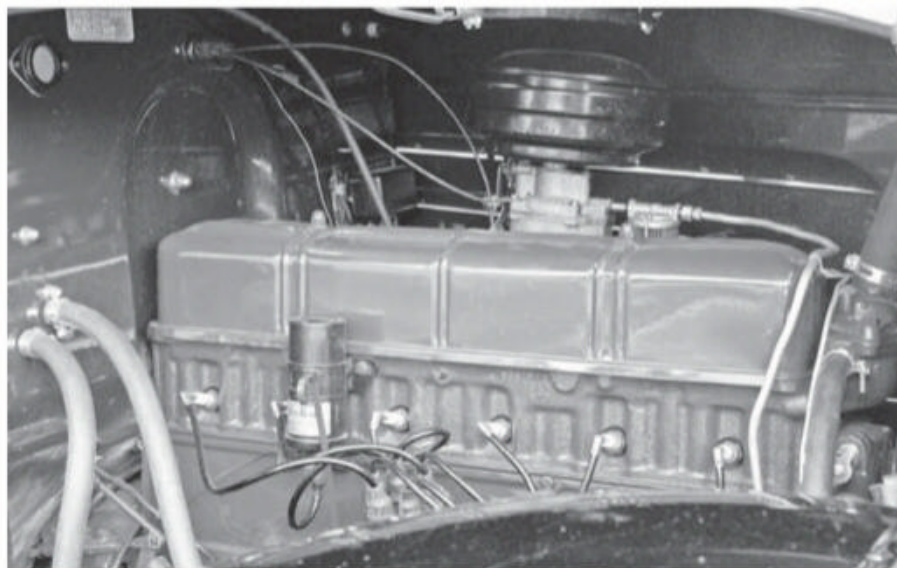
While it’s always possible to argue over automotive tastes and difficult to dispute that Chevys of that era are appealing cars, Shisler takes the gentleman’s approach.

### The pinnacle of style

“Whether it’s MoPar or Ford or GM, ’33s and ’34s stand out nicely and they

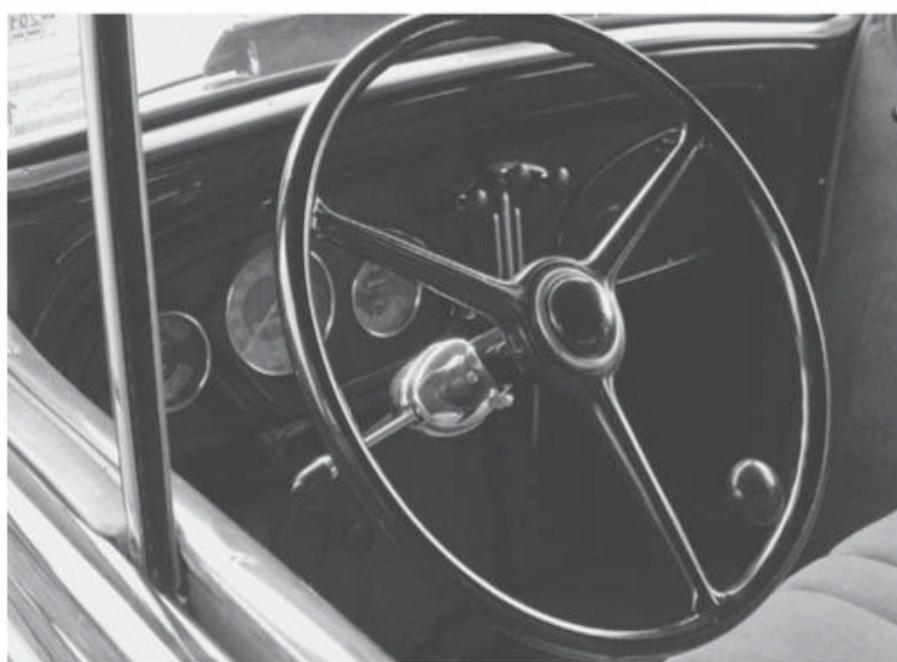
all kind of have that little bit of the same shape on the grille and hood,” he observed. “Actually, I think that in the ’30s, they were my favorite years, ’33s to ’36s.”

The coupe featured here obviously was similarly appreciated by several owners before Shisler bought it about



ABOVE: Before 1955, “Chevy” and “six” go together almost to the point of being synonymous. It’s an engine design that the car relied on exclusively for more than a quarter of a century. The original 206.8-cid six in this ’34 Chevy has been replaced by a later 235-cid Chevy six.

BELOW: Typical of its time, the coupe’s dashboard is simple, but it’s not without a few Art Deco touches.



a year-and-a-half ago. It had been in Washington, he said, and when its owner passed, his nephew in Florida acquired it in about 2015. After replacing its original 206.8-cubic-inch six with a later 235, he had a minor accident with the Chevy.

“I guess he had a small fender-bender with it,” he said, “and then he took it to a body shop to get it fixed. (One thing) led to another and it spent two and a half years there ... It was probably three or

four months after that that I bought it.”

The car had covered only about 200 miles during those few months and since Shisler has completed frame-up restorations on other Chevrolets, the final work needed to complete the coupe was a minor task.

“I just detailed the engine compartment and detailed the trunk compartment,” he said. “I changed the carpet in it and I just cleaned up miscellaneous odds and ends. I didn’t do a heck of a lot, to be honest with you.”

The entire drivetrain had already been redone, he said, and the car today is a pleasant driver at 55-60 mph.

“It’ll go faster,” he said, “but then it’s kind of scary with the (mechanical) brakes ... These cars stop pretty well, but they don’t like panic stops.”

He’d covered about 400 miles with the Chevrolet by the time he had it at the AACA Tioga Region Show in Campville, N.Y., about an hour from his home in Ithaca, and that was enough to know.

“It’s no fun having them if you can’t drive them,” he said. “... I wouldn’t be afraid to drive it anyplace.”

A first-time driver would have no problem adjusting to the car in just four or five miles, he said, but no matter how many times he’d driven it, he would likely want to stop and stretch after 100 or so miles. At every one of those stops, it would attract attention, even if only a few would be able to say “nice Chevy” upon seeing it.

“Most of them,” Shisler said, “would probably have to look at the emblem on the front.”

Whether they recognized it at once or had to stealthily check the grille, they’d probably like it, as it was the Chevrolet’s design that caught Shisler’s eye and held onto his attention.

“Just the looks and the style of it,” he explained. “Being a five-window coupe, I’d always wanted one since I was a kid.”

OC



# '34 CHEVROLET

## 1934 Chevrolet Options & Accessories

- Front bumper
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- Dual taillights
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- Fender skirts (\$8)
- Bumper Guards
- Radio
- Heater
- Clock
- Cigar lighter
- Radio antenna
- Seat covers
- Rear view mirror
- Spotlight

## Old Cars Report.com

**YEAR/MAKE/MODEL:**  
'34 CHEVROLET DA MASTER SPT CPE  
**ENGINE DISPLACEMENT:** 206.8 cid  
**ENGINE HORSEPOWER:** 80 HP  
**ENGINE TYPE:** Overhead-valve I-6 cyl.  
**CARBURETION:** Carter one-barrel  
**TRANSMISSION:** Three-speed  
**BORE AND STROKE:** 3-5/16 x 4 IN.  
**WHEELBASE:** 112 IN.  
**WEIGHT:** 2995 LBS.  
**PRODUCTION:** 18,365  
**ORIGINAL PRICE:** \$600



**CURRENT VALUES IN NO. 1-NO. 6  
CONDITIONS:**  
1: \$34,500      2: \$24,150  
3: \$15,500      4: \$7,000  
5: \$4,150      6: \$1,350

To learn more on this car or any vintage American car, go to [www.oldcarsreport.com](http://www.oldcarsreport.com)



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## McClaren supercar tops bidding at RM Sotheby's Monterey sale



**This 1994 McLaren F1 sold for 19.8 million at RM Sotheby's Monterey Auction to lead all sales during Monterey Auction Week.**

MONTEREY, California \_ RM Sotheby's reported more than \$107 million in total sales across the company's three-night auction in Monterey Aug. 15-17. According to RM numbers, 74 percent of all lots were sold.

The top lot of the auction and high seller overall at the 2019 Monterey Auction Week was the 1994 McLaren F1 "LM-Specification" at \$19,805,000 (including buyer's premium) on Friday evening. Four bidders vied for four-and-a-half-minutes before the car sold to a private collector based in the United States. Used on a handful of tours and rallies, the car's odometer showed just 21,500 km (about 13,360 miles).

The McLaren was joined on the top-sellers' list by a 1965 James Bond Aston Martin DB5, which sold for a final total \$6,385,000. The DB5, chassis no. DB5/2008/R, is one of just three surviving James Bond 007 DB5 examples outfitted with the MI6 Q Branch-specified gadgetry.

Saturday night highlights included a 1962 Ferrari 250 GT SWB Berlinetta at \$8,145,000, and the The Ming Collection, led by the sale of a rare 2006 Ferrari FXX at \$3,525,000.

Other headline sales included a 1965 Aston Martin DB5 "Shooting Brake" at \$1,765,000; 1965 Ford GT40 Roadster Prototype, \$7,650,000; 2005 Porsche Carrera GT, \$1,193,000; and 1967 Porsche 911 S "Rallye," \$912,500.

"We were delighted to see an increased number of registered bidders with over 1,400 at this year's Monterey auction," said Kenneth Ahn, president of RM Sotheby's. "However, it appears the macroeconomic concerns and headlines in the financial markets earlier in the week were correlated with the observed softening of the collector car market in Monterey this weekend — including total sales, sell-through rates, and average prices achieved compared to last year across all auction houses. The team at RM Sotheby's was proud to present an exceptional lineup of cars, and some of the truly rare and desirable examples remained in high demand as evidenced by spirited bidding, often reaching record prices. We remain cautiously optimistic about the strength of the collector car market and plan to work diligently with our global clients to effectively navigate the market as it finds balance."

## Iconic sports cars power Bonhams' Quail Lodge sale

CARMEL, Calif. \_ Bonhams' 22nd annual collector car auction during Aug. 15-16 of Monterey Car Week, held in conjunction with the Quail Motorsport Gathering, featured 217 cars and achieved more than \$32 million in total sales. The sell-through rate was reportedly 76 percent.

The highlight proved to be the 1951 Ferrari 340 America Vignale Coupe Speciale that had been in single-family ownership for the last 50 years. It went to a European collector for \$3,635,000.

Three other notable sales were also important sports cars. A 1953 Fiat 8V Supersonic formerly owned by Briggs Cunningham sold for \$1,625,000; a 1965 Shelby 427 Cobra fetched 1,380,000; and the 1955 Mercedes-Benz 300 SL Gullwing hammered at \$1,347,500.

## Gullwing tops charts for Russo and Steele in Monterey

MONTEREY, Calif. \_ Russo and Steele saw its total sales grow slightly over last year to \$7.1 million at its Aug. 15-17 Monterey sale. When the final hammer dropped, 146 vehicles had sold with an average price up considerably from last year to \$109,000 per lot.

Leading the way was a 1955 Mercedes-Benz 300 SL Gullwing that sold for \$1,210,000, and a 1965 Shelby Cobra 289 that changed hands for \$962,500.

Other highlight sales included a 1958 Mercedes-Benz 300SL roadster, \$935,000; 1965 Shelby GT350 fastback, \$412,000; 2018 Ferrari 488 GTB, \$253,000; 1971 Mercedes-Benz 280SL, \$240,000; 1956 Porsche 356 Cabriolet, \$220,000; 1952 Tojerio Barchetta sports racer, \$187,000; 1970 Mustang Boss 429, \$165,000; and 2007 Porsche 911 GT3 RS, \$145,200.

## Graham Collection brings big bucks for 248 'barn finds'

*Ron Kowalke reporting*

WHEATON, Minn. \_ Yes, it rained. Yes, it was muddy, reminiscent of the old days at the AACA Hershey, Pa., fall meet where the muck would suck the shoes from your feet. No, the inclement weather didn't harm the turnout or enthusiasm for the sale of the James Graham Collection, presented by VanDerBrink Auctions. The two-day sale, held Aug. 9-10, attracted 681 bidders who purchased all 736 lots presented. The auction achieved just north of \$1.2 million in sales of cars, trucks, tractors, automotive parts, automobilia/petroliana and antiques.

Day one of the sale was all about tractors, toys, decanters and antiques. Day two was reserved for 248 vehicles, more than 50 of them convertibles. The auction's top seller at \$68,000 was a 1959 Chevrolet Impala convertible. The strong





These two 1930s machines were a little rough, but both brought plenty of interest at VanDerBrink's Graham Collection sale. The 1934 Ford hot rod at left went for \$16,000, while the '36 Pontiac Deluxe three-window coupe (below) sold for \$8,200. Meanwhile, the V-8-powered 1959 Chevrolet El Camino in the sale (bottom) attracted a lot of interest and sold for \$31,000 in No. 4 condition.

price paid was a bit of a surprise considering this ragtop was rated in No. 3 condition and featured a six-cylinder under the hood rather than the more potent and desirable 348-cid V-8. The next-highest sale was a '57 Chevy Cameo 3124 pickup, rated in No. 2 condition. It sold for \$55,000. Third was a '59 Cadillac Series 62 convertible that sold for \$53,000.

Graham's collection largely spanned the mid-1920s through '60s with nearly all vehicles in complete condition. Vehicles kept indoors presented well, but those parked outside suffered the usual rust and rodent damage and mainly resided in *Old Cars Report Price Guide* condition 5 or 6 range.

In addition to the aforementioned depth of ragtops, the collection also had a large concentration of four-door sedans. An interesting example from this "more door" category was a 1952 Pontiac Chieftain 8 hearse conversion by Barnette, rated in No. 4 condition, which sold for \$5,750. In the same condition and with the same number of doors was our "Pick of the Sale," a '58 De Soto Firesweep sedan, a finned treasure that had loads of restoration potential despite missing its right front fender. It was well bought at \$2,700. And from a rarity standpoint, another noteworthy buy was a '61 Plymouth Fury convertible, 1 of just 6,948 built. Even in its rough condition 6 rating, it was complete, solid and a bargain at \$2,100.



## Carlisle Auctions to wrap up season with Fall Carlisle sale

CARLISLE, Pa. — Auction season concludes for Carlisle Auctions Oct. 3-4 with more than 500 consignments at the

[www.oldcarsweekly.com](http://www.oldcarsweekly.com)

Fall Carlisle auction. The sale will be held at the Carlisle Expo Center two blocks west of the Carlisle Fairgrounds.

Among the headline vehicles will be cars and trucks from the Gary Gregory collection. The group will include a 1951 Buick Roadmaster, 1956 Ford F100 restomod and 1962 Ford Galaxie restomod. The sale will also include memorabilia and collectibles.

Preview is all day Wednesday and again Thursday morning leading up to the 12 p.m. start time. For information, visit [www.CarlisleAuctions.com](http://www.CarlisleAuctions.com).





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1935 Steelcraft Air Mail Plane



1960 Murray Holiday



1951 Hamilton 'Roy Rogers'  
Nellybelle Jeep



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1930s Steelcraft Roadster



1950 Murray Dump Truck



1930s Steelcraft Zephyr



1941 Chrysler Woody – Restored



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SALE

VanDerBrink Auctions

Aug. 9-10, 2019

Wheaton, Minn.

248 vehicles offered, \$1.2 million in total sales,  
including non-vehicle lots

Ron Kowalke reporting

	Price	Cond
1936 Buick Roadmaster 4d sed trunkback 8cyl 3spd	\$10,250	4
1953 Buick Super 4d sed 8cyl 3spd	\$250	6
1953 Buick Special 4d sed 8cyl AT	\$325	6
1953 Buick Special 4d sed 8cyl AT	\$600	5
1954 Buick Super Riviera 2d HT V8 AT	\$3,000	4
1955 Buick Roadmaster 4d sed V8 AT	\$700	5
1956 Buick Special 4d sta wag V8 AT	\$1,800	5
1956 Buick Special Riviera 4d HT V8 AT	\$550	5
1956 Buick Special Riviera 4d HT V8 AT	\$750	5
1957 Buick Super 2d HT V8 AT, bumpers not installed	\$700	6
1957 Buick Special 2d conv V8 AT	\$26,500	3
1959 Buick LeSabre 4d sed AT	\$1,000	5
1960 Invicta 2d conv 401 V8 AT	\$16,500	4
1960 Buick LeSabre 4d sed V8 AT	\$500	5
1962 Buick Invicta 4d sed V8 AT	\$200	5
1963 Buick Riviera 2d HT V8 AT	\$325	6
1963 Buick Wildcat 2d conv 401 V8 AT	\$5,500	5
1963 Buick Riviera 2d HT V8 AT	\$3,400	5
1964 Buick Riviera 2d HT V8 AT	\$750	5
1964 Buick Riviera 2d HT V8 AT	\$475	5
1965 Buick Electra 225 401 V8 AT skirts	\$550	5
1967 Buick Wildcat 2d conv 430 V8 4V AT missing radiator	\$400	6
1948 Cadillac Series 62 4d sed V8 AT	\$1,700	5
1948 Cadillac Series 62 4d sed V8 skirts	\$550	5
1950 Cadillac Coupe deVille 2d HT V8 AT	\$16,000	3
1954 Cadillac 60 Special Fleetwood 4d sed V8 AT	\$3,500	5
1956 Cadillac 60 Special Fleetwood 4d sed V8 AT w/AC	\$500	6
1956 Cadillac Series 62 2d conv V8 AT	\$29,500	3
1956 Cadillac Coupe deVille 2d HT V8 AT	\$2,500	6
1957 Cadillac Coupe deVille 2d HT V8 AT	\$10,500	4
1959 Cadillac Series 62 2d conv V8 AT	\$53,000	2
1960 Cadillac Series 62 2d conv V8 AT	\$27,000	4
1960 Cadillac Series 62 4d sed V8 AT 6W	\$900	6
1960 Cadillac Sedan deVille 4d V8 AT, extra grille and bumper	\$200	6
1961 Cadillac Coupe deVille 2d HT V8 AT, power trunk, no A/C	\$9,500	4
1962 Cadillac Series 62 2d conv V8 AT, power vent windows, power locks, no A/C	\$16,250	4
1962 Cadillac Coupe deVille 2d HT V8 AT, bucket seats, full leather interior	\$2,700	6
1963 Cadillac Sedan deVille 4d HT V8 AT	\$300	6
1963 Cadillac Series 62 4d sed V8 AT 6-window	\$250	6
1964 Cadillac Coupe deVille 2d HT V8 AT	\$975	5
1965 Cadillac Sedan deVille 4d V8 AT	\$300	5
1965 Cadillac Eldorado 2d conv V8, standard bench seat	\$2,700	5
1965 Cadillac Sedan deVille 4d V8 AT	\$300	6
1966 Cadillac deVille 2d conv V8 AT	\$350	6
1966 Cadillac deVille 2d conv V8 AT	\$2,250	4
1966 Cadillac deVille 2d conv V8 AT, aftermarket wheels	\$4,600	5
1976 Cadillac Eldorado 2d conv V8 AT	\$18,000	3
1938 Chevrolet Master Deluxe 2d cpe 6cy 3spd 5W	\$9,500	4
1939 Chevrolet 2d flatbed dually	\$500	6
1938 Chevrolet JD 3/4-ton PU 6cy 3spd LBx	\$11,250	4
1941 Chevrolet Master Deluxe 2d sed 6cyl 3spd grille guard	\$550	6

1941 Chevrolet 2d mod flatbed conversion 6cyl 3sp	\$4,250	4
1946 Chevrolet Fleetline 4d sed 6cyl 3spd	\$500	5
1947 Chevrolet Fleetline 2d sed 6cyl 3spd	\$6,750	4
1947 Chevrolet Fleetmaster 4d sed 6cyl 3spd	\$350	5
1947 Chevrolet Stylmaster 4d sed 6cyl 3spd	\$425	5
1950 Chevrolet Styleline Deluxe 4d sed 6cyl 3spd	\$225	5
1950 Chevrolet Styleline Deluxe Bel Air 6cyl 3spd no interior floor or doors	\$325	6
1950 Chevrolet Styline Deluxe 2d sed 6cyl 3spd	\$500	5
1950 Chevrolet Styleline Deluxe 4d sed 6cyl 3spd, visor	\$1,200	5
1950 Chevrolet Styleline Deluxe 4d sed 6cyl 3spd	\$650	5
1951 Chevrolet Styleline Deluxe 4d sed 3spd	\$250	6
1951 Chevrolet Styline Deluxe 2d sed 3spd	\$375	5
1951 Chevrolet Styleline Deluxe 2d sed 3spd	\$300	6
1951 Chevrolet Styleline Deluxe 4d sed 6cyl 3spd	\$575	6
1951 Chevrolet Styleline Deluxe 2d conv 6cyl AT skirts	\$24,00	3
1953 Chevrolet Bel Air 2d sed 6cyl 3spd	\$700	5
1953 Chevrolet 210 Deluxe 2d sed 6cyl 3spd	\$250	6
1953 Chevrolet Bel Air 4d sed 6cyl 3spd	\$200	6
1953 Chevrolet Bel Air 2d conv no drive train	\$7,000	6
1954 Chevrolet 210 Deluxe 4d sed 6cyl 3spd no grille	\$325	5
1954 Chevrolet Bel Air 4d sed 6cyl AT	\$600	6
1954 Chevrolet Bel Air 2d HT no drive train	\$2,750	6
1954 Chevrolet Bel Air 3600 2d stepside PU 6cyl 3spd LBx siren	\$3,250	5
1954 Chevrolet 3100 stepside PU 6cyl 3spd, roof-mounted spotlight	\$4,800	4
1956 Chevrolet Bel Air 4d sed AT	\$400	6
1956 Chevrolet Bel Air 4d sed V8 AT	\$900	6
1956 Chevrolet 210 4d HT V8 AT	\$3,000	6
1957 Chevrolet 210 4d sed 6cyl 3spd	\$5,000	4
1957 Chevrolet 3124 Cameo 2d 1/2t PU V8 4spd	\$55,000	2
1958 Chevrolet Delray 4d sed 6cyl AT	\$500	5
1958 Chevrolet Biscayne Brookwood 4d sta wag V8 no dash or windshield	\$800	6
1958 Chevrolet Delray 4d sed V8 AT	\$200	6
1959 Chevrolet Biscayne 4d sed V8 AT	\$1,500	6
1959 Chevrolet Impala 2d conv 6cyl AT dual spotlights, dual antennae	\$68,000	3
1959 Chevrolet El Camino 2d PU V8 AT	\$31,000	4
1960 Chevrolet Impala Spt Sed 4d HT V8 AT	\$700	6
1964 Chevrolet Corvair 900 Monza 2d cpe 6cyl 4spd	\$625	5
1964 Chevrolet Impala SS 2d conv V8 AT no radiator	\$13,500	5
1965 Chevrolet Bel Air 4d sed 6cyl 3spd	\$1,200	5
1965 Chevrolet Impala 2d conv 327 V8 AT, no radiator	\$300	6
1967 Chevrolet Impala SS 2d conv V8 AT	\$6,500	5
1968 Chevrolet Impala 4d no drivetrain	\$200	6
1949 Chrysler New Yorker 4d sed 8cyl visor	\$325	5
1961 Chrysler Newport 4d mod V8 AT replaced w/4spd	\$400	6
1962 Chrysler 300 Sport 4d HT V8 pushbutton AT	\$275	6
1965 Chrysler Newport 2d conv V8 AT	\$500	5
1968 Chrysler Newport 2d conv V8 AT	\$1,000	5
1958 DeSoto Firesweep 4d sed V8 dual antenna, missing passenger front fender	\$2,700	4
1942 Dodge Custom 4d sed 6cyl 3spd	\$4,750	4
1946 Dodge firetruck 6cyl 3spd	\$1,500	5
1948 Dodge Deluxe 4d sed 6cyl 3spd visor	\$525	5
1950 Dodge Meadowbrook 4d sed 6cyl visor	\$575	5
1950 Dodge Coronet 4d sed 6cyl	\$200	5
1953 Dodge B4 stepside PU 6cyl 3spd LBx	\$4,200	3
1954 Dodge Coronet 2d sed 6cyl 3spd	\$200	5

1955 Dodge Royal Lancer 2d HT Red Ram V8 AT trailer hitch	\$2,400	5
1959 Dodge Imperial Custom 2d HT	\$4,800	5
1963 Dodge Dart 270 2d conv slant-6 pushbutton AT	\$900	5
1958 Edsel Pacer 4d sed V8 AT	\$3,250	5
1930 Essex 4d sed no interior or front clip	\$500	6
1924 Ford TT tanker 4cyl	\$3,500	4
1924 Ford TT state 4cyl	\$2,200	4
1926 Ford Model T 4d sed 4cyl	\$3,950	4
1929 Ford Model A 4d sed 4cyl	\$4,500	4
1929 Ford AA stake	\$4,500	4
1929 Ford AA stake 4cyl	\$2,500	5
1931 Ford Model A 2d cpe rumbleseat 4cyl 3spd trunk dual sidemounts	\$19,000	2
1931 Ford Model A PU 4cyl, chrome grille guard, dual sidemounts	\$22,000	2
1934 Ford Model 40 2d rdstr rod flathead V8, built in 1950s from coupe	\$16,000	4
1938 Ford Standard 4d sed flathead V8 3spd	\$3,750	4
1939 Ford 2d flatbed conversion mod	\$600	6
1939 Ford 2d stepside PU flathead V8 3spd LBx	\$8,250	5
1942 Ford 2d panel flathead V8 3spd	\$6,500	5
1946 Ford Deluxe 2d sed no drive train, crash damage	\$200	6
1949 Ford Custom V8 3spd	\$400	5
1949 Ford Custom 4d sed 6cyl 3spd	\$325	6
1949 Ford F3 2d stepside PU flathead V8 3spd LBx spotlight	\$1,300	6
1950 Ford F3 stepside 3/4t PU flathead V8 3spd LBx	\$7,500	4
1951 Ford Custom 2d sed flathead V8 3spd, visor, dual spotlights	\$14,500	3
1952 Ford Crestline Victoria 2d HT flathead V8 AT	\$500	6
1953 Ford Crestline Victoria 2d HT flathead V8 3spd w/OD	\$2,900	5
1955 Ford Customline 4d sed V8 AT	\$700	6
1957 Ford Fairlane 500 Skyliner 2d retractable V8 AT, continental kit, skirts, dual spotlights	\$21,500	3
1958 Ford Fairlane 500 Skyliner 2d retractable V8 3spd	\$4,100	5
1960 Ford Fairlane 500 Sunliner 2nd conv T-Bird V8 trailer hitch	\$5,500	5
1961 Ford Galaxie Sunliner 2d conv Mercury V8 4spd	\$6,500	4
1962 Ford Thunderbird 2d conv V8 AT, tonneau cover swing-away steering wheel, continental kit	\$24,500	3
1962 Ford Thunderbird 2d HT V8 AT, swing-away steering wheel	\$600	5
1963 Ford Galaxie 500XL 2d conv T-Bird 390 V8 AT, skirts	\$20,000	3
1963 Ford Galaxie 500 2d conv V8 AT	\$325	6
1964 Ford Thunderbird 2d HT V8 AT	\$900	5
1964 Ford Thunderbird 2d HT AT	\$250	6
1964 Ford Galaxie 500 V8 AT, no dash	\$200	6
1964 Ford Country Sedan 4d sta wag V8 AT	\$600	5
1965 Ford Mustang 2d conv 289 V8 AT	\$3,250	5
1965 Galaxie 500 2d HT no drive train	\$275	6
1969 Ford Galaxie 500 2d conv V8 AT	\$200	6
1970 Ford XL 2d conv 2d conv 390 V8 AT, hideaway headlamps	\$300	6
1970 Ford XL 2d conv	\$300	6
1973 Ford Country Sedan 4d sta wag V8 A/C	\$200	5
1942 GMC CC 2d stake	\$6,500	4
1924 Graham Bros. 2d stake 4cyl	\$2,600	4
1925 Graham Bros. 2d stake mod	\$8,250	2
1929 Graham Bros. 2d stake cyl	\$6,250	3
1946 Hudson Super 2d sed 3spd	\$2,750	5
1949 Hudson Super 6 4d sed 6cyl no trans	\$200	6
1950 Hudson Super 2d sed 3spd	\$4,000	4
1967 Imperial 2d conv V8 AT, A/C, skirts	\$13,250	3
1920s International S 2d stake 4cyl cowl lamps	\$2,000	5





**This 1957 Ford Fairlane 500 Skyliner retractable hardtop sold for \$21,500 at the James Graham Collection sale presented by VanDerBrink Auctions.**

**It didn't run, but this 1961 Cadillac Coupe deVille was solid, complete and very restorable. It sold for \$9500 at the James Graham Collection sale presented by VanDerBrink Auctions.**



<b>1947</b> International KB2 2d 3/4t PU 6cyl 3spd LBx .....	<b>\$2,000</b>	5	<b>1955</b> Oldsmobile 88 4d sed V8 AT, 19K miles, unrestored original, blue/white .....	<b>\$16,000</b>	3	<b>1952</b> Pontiac Chieftain 4d sed 8cyl 3spd ....	<b>\$450</b>	5
<b>1950</b> International L110 stepside PU 6cyl 3spd .....	<b>\$1,600</b>	5	<b>1956</b> Oldsmobile 88 Holiday 4d HT V8 AT..	<b>\$1,300</b>	4	<b>1953</b> Pontiac Chieftain 4d sed 8cyl AT .....	<b>\$350</b>	5
<b>1951</b> International L110 stepside PU 1/2t PU 6cyl 3spd LBx no grille .....	<b>\$1,200</b>	5	<b>1956</b> Oldsmobile 88 Holiday 2d HT V8 AT..	<b>\$7,100</b>	4	<b>1957</b> Pontiac Star Chief 4d sed V8 AT .....	<b>\$3,500</b>	4
<b>1947</b> Kaiser Special 4d sed 6cyl 3spd visor	<b>\$600</b>	6	<b>1959</b> Oldsmobile Dynamic 88 Holiday 4d HT Rocket V8 AT .....	<b>\$4,750</b>	4	<b>1957</b> Pontiac Star Chief 4d sed V8 AT .....	<b>\$800</b>	5
<b>1949</b> Kaiser Special 4d sed 6cyl 3spd .....	<b>\$500</b>	5	<b>1959</b> Oldsmobile Super 88 4d sed V8 AT ....	<b>\$700</b>	5	<b>1958</b> Pontiac Chieftain 4d sed V8 AT .....	<b>\$1,250</b>	5
<b>1949</b> Kaiser Special 4d sed 6cyl.....	<b>\$200</b>	6	<b>1960</b> Oldsmobile Dynamic 88 2d conv 88 V8 AT .....	<b>\$3,000</b>	5	<b>1959</b> Pontiac Bonneville Custom 4d Vista HT V8 AT .....	<b>\$6,300</b>	4
<b>1951</b> Kaiser Special 4d 6cyl 3spd visor.....	<b>\$200</b>	6	<b>1961</b> Oldsmobile Starfire 2d conv 394ci V8 AT .....	<b>\$30,000</b>	3	<b>1964</b> Pontiac Tempest Custom 2d conv 326ci V8 AT .....	<b>\$9,500</b>	5
<b>1953</b> Kaiser Manhattan 4d 4d sed 6cyl AT	<b>\$1,100</b>	4	<b>1961</b> Oldsmobile Dynamic 88 Holiday 4d HT V8 AT .....	<b>\$200</b>	6	<b>1964</b> Pontiac Catalina 4d sed V8 AT .....	<b>\$325</b>	6
<b>1949</b> Lincoln Cosmopolitan 4d V8 3spd skirts .....	<b>\$500</b>	6	<b>1962</b> Oldsmobile Dynamic 88 2d conv 394ci v8 AT .....	<b>\$2,500</b>	5	<b>1965</b> Pontiac Bonneville 2d conv V8 AT ...	<b>\$9,000</b>	5
<b>1956</b> Lincoln Premiere 4d sed V8 AT .....	<b>\$250</b>	6	<b>1962</b> Oldsmobile Starfire 2d conv V8 AT ..	<b>\$3,000</b>	6	<b>1966</b> Pontiac Tempest LeMans 2d conv 326ci V8 AT no manifold or carb .....	<b>\$11,250</b>	5
<b>1957</b> Lincoln Premiere 2d conv V8 AT ....	<b>\$10,750</b>	5	<b>1964</b> Oldsmobile Dynamic 88 4d sed V8 AT	<b>\$250</b>	5	<b>1967</b> Pontiac Bonneville 2d conv 428ci V8 AT .....	<b>\$3,750</b>	5
<b>1957</b> Lincoln Premier 2d HT V8 AT Autronic-Eye .....	<b>\$700</b>	6	<b>1964</b> Oldsmobile 98 Dynamic 98 394ci V8 AT, skirts .....	<b>\$2,000</b>	5	<b>2005</b> Pontiac Bonneville 4d sed V8 AT ....	<b>\$9,000</b>	3
<b>1958</b> Lincoln Premier 4d HT AT .....	<b>\$500</b>	6	<b>1954</b> Packard 200 4d sed 8cyl 3spd .....	<b>\$1,500</b>	5	<b>1958</b> Rambler Custom 4d sed 6cyl 3spd.....	<b>\$500</b>	6
<b>1959</b> Lincoln Continental 4d HT V8 T Autronic-Eye, no skirts .....	<b>\$275</b>	5	<b>1950</b> Plymouth Deluxe 4d sed 6cyl 3spd.....	<b>\$500</b>	5	<b>1959</b> Rambler Custom Cross Country sta wag, roof rack .....	<b>\$425</b>	6
<b>1953</b> Mercury Monterey 2d sed V8 AT .....	<b>\$200</b>	6	<b>1950</b> Plymouth Special Deluxe 2d sed 6cyl 3spd visor .....	<b>\$200</b>	6	<b>1959</b> Rambler Custom 4d sed 6cyl AT .....	<b>\$900</b>	5
<b>1959</b> Mercury Monterey 2d V8 AT.....	<b>\$800</b>	5	<b>1951</b> Plymouth Concord Deluxe 2d HT 6cyl 3spd .....	<b>\$500</b>	5	<b>1942</b> Studebaker President Skyway 2d cpe 8cyl 3spd .....	<b>\$2,000</b>	5
<b>1961</b> Mercury Monterey 4d sed V8 AT .....	<b>\$200</b>	5	<b>1953</b> Plymouth Cranbrook 2d sed 6cyl 3spd	<b>\$200</b>	6	<b>1948</b> Studebaker Commander Land Cruiser 4d sed 6cyl 3spd .....	<b>\$375</b>	6
<b>1962</b> Mercury Monterey Custom 2d conv V8 AT .....	<b>\$350</b>	6	<b>1953</b> Plymouth Cranbrook 4d sed 6cyl 3spd	<b>\$200</b>	5	<b>1951</b> Studebaker Champion 4d sed 6cyl 3spd .....	<b>\$200</b>	6
<b>1962</b> Mercury Monterey Custom 2d conv V8 AT .....	<b>\$350</b>	6	<b>1961</b> Plymouth Fury 2d conv V8 pushbutton AT, dual antennae .....	<b>\$2,100</b>	6	<b>1951</b> Studebaker Champion 4d Champion 4d sed 6cyl 3spd .....	<b>\$600</b>	5
<b>1963</b> Mercury Monterey Custom 2d conv no drive-train .....	<b>\$500</b>	6	<b>1938</b> Plymouth Deluxe 4d sed 6cyl 3spd..	<b>\$9,750</b>	3	<b>1956</b> Studebaker Flight Hawk 2d 6cyl AT .	<b>\$4,000</b>	4
<b>1941</b> Nash 600 4d sed 6cyl disassembled 3spd .....	<b>\$300</b>	4	<b>1936</b> Pontiac Deluxe 2d cpe 6cyl 3spd 3W	<b>\$8,200</b>	4	<b>1971</b> Ford 8000 2d dump 1,000.....	<b>\$1,000</b>	4
<b>1949</b> Nash 600 4d sed 6cyl 3spd no radiator	<b>\$400</b>	5	<b>1941</b> Pontiac Deluxe 2d sed 6cyl 3spd .....	<b>\$300</b>	5	<b>19??</b> Gazelle 2d rds kit car VW drive train	<b>\$1,200</b>	4
<b>1956</b> Nash Statesman Super 4d sed 6cyl AT	<b>\$200</b>	5	<b>1948</b> Pontiac Torpedo 4d sed 6cyl 3spd visor	<b>\$750</b>	6	<b>19??</b> MG kit car replica VW drive train ....	<b>\$2,400</b>	3
<b>1950</b> Oldsmobile 88 4d sed V8 AT.....	<b>\$1,100</b>	5	<b>1952</b> Pontiac Chieftain 4d 3spd hearse, Barnette conversion .....	<b>\$5,750</b>	4			





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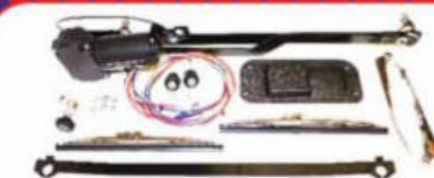
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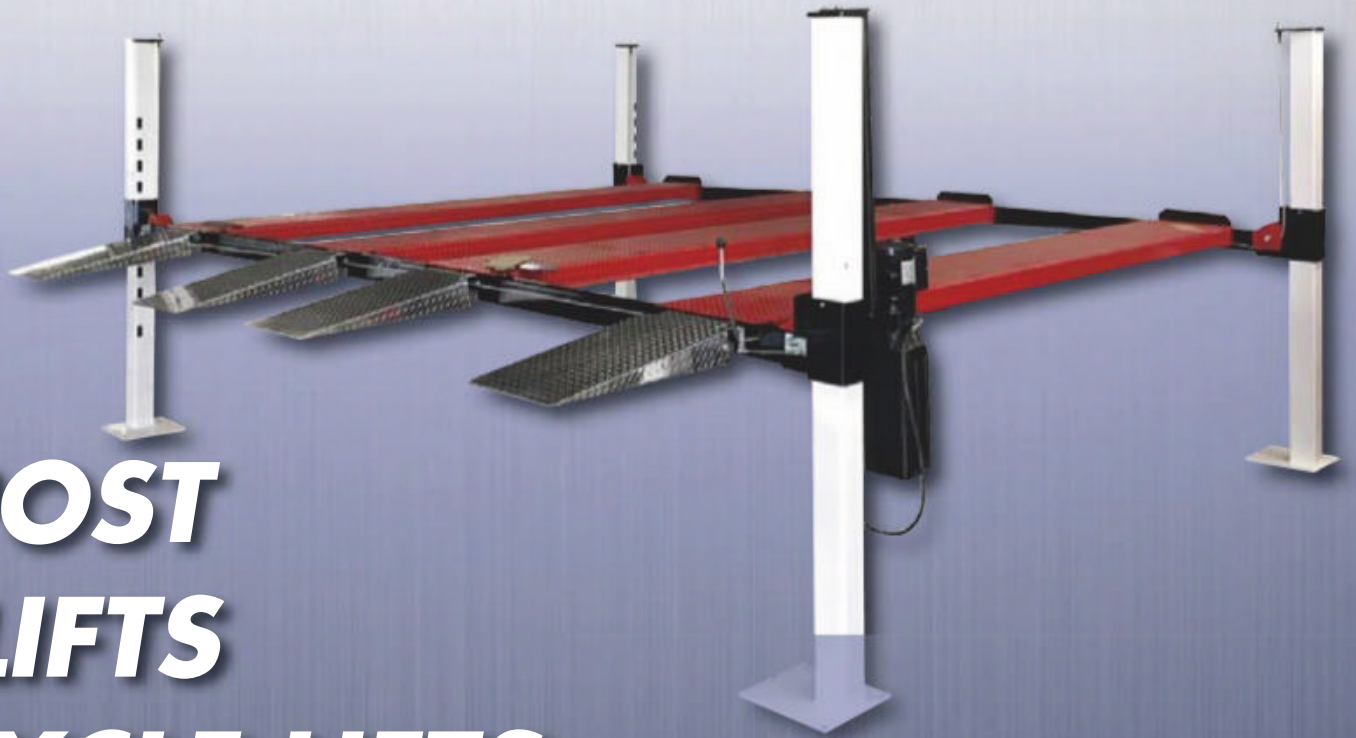


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## SHOWS

### ARKANSAS

**Sep 25-28 AR**, Morrilton. 22nd Annual Petit Jean Fall Swap Meet. Swap meet, car sale and arts and crafts starting on the 25th. Spaces available at \$40. Open car show on Saturday 9am-3pm. \$20 entry fee. Military Vehicle Rally Thursday, Friday, and Saturday from 8 to 5. 501-727-5427, [www.museumof-autos.com](http://www.museumof-autos.com).

### CALIFORNIA

**Sep 14 CA**, Colton. Variety Inland Empire Car & Motorcycle Show. American Legion Post 155 – 1401 Veterans Way. 10am-3pm. Mike 951-351-7654, Angie 951-208-8350, Geno 909-644-0168, Greg 909-222-7373

**Sep 14 CA**, Paramount. Hynes D.E.S. Hot Rod and Bike Show. Hynes D.E.S. Portuguese Hall, 7812 Alondra Blvd. SH: 8am-2pm. Eric at [HynesCarShow@yahoo.com](mailto:HynesCarShow@yahoo.com)

**Sep 15 CA**, Buena Park. Pickers Paradise Swap Meet. Gary 714-299-1776, [garyocarguy@gmail.com](mailto:garyocarguy@gmail.com)

**Sep 21 CA**, Long Beach. 15th Annual JCCS(Japanese Classic Car Show). Marina Green Park – 386 E Shoreline Drive. 9am-3pm. [www.japaneseclassiccarshow.com](http://www.japaneseclassiccarshow.com), [www.facebook.com/JapaneseClassicCarShow/](https://www.facebook.com/JapaneseClassicCarShow/), [www.instagram.com/japaneseclassiccarshow/](https://www.instagram.com/japaneseclassiccarshow/)

**Sep 22 CA**, Montecito. 8th Annual Montecito Motor Classic on Coast Village Road. 9am-3pm. [www.montecitomotorclassic.com](http://www.montecitomotorclassic.com)

**Sep 28 CA**, Costa Mesa. Cruisin' For a Cure. Orange County Fair & Exposition Center, 88 Fair Drive. 6am-4pm. [www.cruisinforacure.com/](http://www.cruisinforacure.com/)

**Sep 29 CA**, Hesperia. Auto Parts Swapmeet. 17578 Eucalyptus Ave. 6am-3pm. free. Jim 760-995-3999, [www.socalcar-culture.com](http://www.socalcar-culture.com)

**Oct 5 CA**, Fresno. 2019 Rods on the Bluff. Park Place Shopping Center – 7775-7785 N. Palm Ave. 5:30-8:30pm. Registration \$5 with HRC Logo sticker/\$10 without HRC Logo sticker. Anthony Granata 559-825-6808, [www.hotrod-coalition.com/rods-on-the-bluff/](http://www.hotrod-coalition.com/rods-on-the-bluff/), [info@hotrodcoalition.com](mailto:info@hotrodcoalition.com)

**Oct 6 CA**, Long Beach. Long Beach Hi Performance Swap Meet. Veteran's Memorial Stadium. 6am-1pm. 800-762-9785

**Oct 6 CA**, Santee. Charger Steve's Magic Car Autofest. 668 Main Street. 9:30am-1:30pm. [www.carshowcalifornia.com](http://www.carshowcalifornia.com)

**Oct 6 CA**, Lodi. Nor Cal Olds Club Annual Micke Grove Oldsmobile Car Show & Picnic. Micke Grove Park. 8am-2pm. Registration \$30, this is pot luck, without food \$10 entry. Bring your own beverages. Jeff Stanish 408-529-6209, Denis La Centra 510-299-1403

**Oct 11-13 CA**, Madera. 2019 Valley Nationals, Reliability Run & Swap Meet. Madera Fairgrounds – 1850 West Cleveland Ave. Oct. 11: Evening time TBD (social), Oct. 12: 8am-4pm (main event), Oct. 13: 8am-1pm (Reliability Run). Swap Meet Registration: \$20 (20x20), 209-996-9792, [ron@](mailto:ron@)

[bigturlockswap.com](http://bigturlockswap.com), vendor registration: \$100 (10x10), \$200 (10x20), \$250 (10x30), Whitney Frank, [whitney@hotrodcoalition.com](mailto:whitney@hotrodcoalition.com)

**Oct 12 CA**, Van Nuys. Valley Relics Museum Racing History Series : History of Paramount Ranch and San Fernando Dragstrip. 10:30am-1:30pm. Valley Relics Museum – 7900 Balboa Blvd. 559-760-1143, [www.racinghistoryproject.com](http://www.racinghistoryproject.com)

**Oct 13 CA**, Pomona. Pomona Swap Meet & Classic Car Show. 1101 W. McKinley Ave. 5am-2pm. Registration \$25, late models \$100, pre-'31 free. [www.pomonaswapmeet.com](http://www.pomonaswapmeet.com)

**Oct 20 CA**, San Diego. Pal Joey's XI Best Damn Car Show In Town. 5147 Waring Road. 8am-2pm. Registration \$30. 619-980-6699

**Oct 20 CA**, Buena Park. Silverado Days Car Show. Gary 714-299-1776, [garyocarguy@gmail.com](mailto:garyocarguy@gmail.com)



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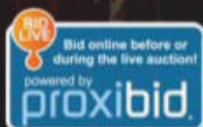
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# Calendar

**Oct 26 CA**, Hemet. EEK Fitness Fund-raising Car Show. 530 S. Buena Vista Street. 9am-2pm. Registration \$20. Jodi 951- 537-8715

**Oct 26 CA**, Santa Margarita Ranch. RPM Nationals Flathead Drags. [www.rpm-nationals.com](http://www.rpm-nationals.com)

**Oct 27 CA**, Buena Park. Pickers Paradise Swap Meet. Gary 714-299-1776, [garyocarguy@gmail.com](mailto:garyocarguy@gmail.com)

**Oct 27 CA**, Hesperia. Auto Parts Swap-meet. 17578 Eucalyptus Ave. 6am-3pm. free. Jim 760-995-3999, [www.socalcar-culture.com](http://www.socalcar-culture.com)

## CONNECTICUT

**Sep 15 CT**, Naugatuck. 3rd Annual St. Vincent Ferrer Car Show. St. Vincent Church – 1006 New Haven Road. 12-4pm. Registration \$10, Tony 203-768-3486

**Sep 15 CT**, New Canaan. Caffeine & Carburetors. Downtown Pine & Elm Streets. 7-11:30 am. [www.caffeine-andcarburetors.com](http://www.caffeine-andcarburetors.com). Instagram and Facebook @caffeineandcarburetors, Twitter @caffeineandcarb

**Sep 21 CT**, Chester. 5th Annual Cruise, Blues & Brews Festival. Chester Fairgrounds – 11 Kirtland Terrace. 10am-4pm. Registration \$15. [www.cruisebluesandbrews.com](http://www.cruisebluesandbrews.com)

**Sep 21 CT**, New Britain. 27th Annual Klingberg Vintage Motorcar Series Show. Klingberg Family Centers – 370 Linwood Street. 9am-2pm. [www.KlingbergMotorcarSeries.org](http://www.KlingbergMotorcarSeries.org)

**Sep 22 CT**, Simsbury. 33rd Annual Simsbury Fly-In, Car Show & Food Truck Festival. Simsbury Airport. 8am-5pm. [www.simsburyflyin.com](http://www.simsburyflyin.com)

**Sep 29 CT**, Wallingford. 36th Annual Chapter All Pontiac, Oakland and GMC Fall Car Show. Barbarian Nissan at Masonic Ave. 9am-3pm. [www.nutmegchapterpoci.com](http://www.nutmegchapterpoci.com) or Mike 203-266-7089, Noel 860-868-7723

**Oct 6 CT**, Middletown. Middletown County Historical Society 34th Annual Car Show & Flea Market. Bernie O'Rourke Drive. 860-346-0746.

**Oct 6 CT**, New Hartford. 14th Annual Cartoberfest Car Show. Hurley Park – Farmington River – 34 Greenwoods Road. 10am – 3pm.

**Oct 13 CT**, Litchfield. Cars for Kids Automobile Show. Connecticut Junior Republic. 8am-2:30pm. Registration \$10. 860-567-9423

**Oct 20 CT**, New Canaan. Caffeine & Carburetors. Waveny Park. 7-11:30 am. [www.caffeineandcarburetors.com](http://www.caffeineandcarburetors.com).

Instagram and Facebook @caffeine-andcarburetors, Twitter @caffeineandcarb

## DELAWARE

**Sep 14 DE**, Newark. 3rd Annal Brookside Fall Car, Truck & Motorcycle Show. Brookside Community Maintenance Building – 390 East Chestnut Hill Road. 9am-4pm. Registration \$15. [www.facebook.com/events/667064930392915/](http://www.facebook.com/events/667064930392915/)

## FLORIDA

**Sep 14-15 FL**, West Palm Beach. Palm Beach Car Show & Swap Meet. South Florida Fairgrounds – 9067 Southern Blvd. 954-205-7813, [www.SouthFLCar-SwapMeets.com](http://www.SouthFLCar-SwapMeets.com), [info@SouthFLCar-SwapMeets.com](mailto:info@SouthFLCar-SwapMeets.com)

**Sep 15 FL**, Ponte Vedra Beach. 2019 Ponte Vedra Auto Show. Nocatee Event Field – 245 Nocatee Center Way. [www.sjcchamber.com/pv-auto-show-info](http://www.sjcchamber.com/pv-auto-show-info)

**Oct 6 FL**, Bushnell. Sumter Swap Meet. Sumter County Fairgrounds -7620 S. R. 47. 8am-3pm. Joann at 727-848-7171 or 727-534-7433, [www.floridaswap-meets.com](http://www.floridaswap-meets.com)

**Oct 12 FL**, Navarre. 19th Annual Navarre Beach Car, Truck, Bike Show & Craft Fair. Navarre Beach. 8am.

**Oct 13 FL**, Vero Beach. Treasure Coat Car Swap Meet and Car Show. Indian River Fairgrounds – 7955 58th Ave. 954-205-7813, [www.southflcarswap-meets.com](http://www.southflcarswap-meets.com)

**Oct 18 FL**, Tampa. Charity Car Show. Century Kia of Tampa – 4340 W. Hillsborough Ave. 6-9pm. \$10 donation per car. April 941-993-3924, [goodkidson-theblock@gmail.com](mailto:goodkidson-theblock@gmail.com)

**Oct 26 FL**, Auburndale. 41t Annual Buick Olds Pontiac Cadillac (BOPC) Car Show & Swap Meet. Downtown City Park – 119 West Park Street. 9:30am-2:30pm. [www.oldsclubofflorida.com](http://www.oldsclubofflorida.com), Pat 727-781-7774, [patwhissel@gmail.com](mailto:patwhissel@gmail.com)

## SUMTER SWAP MEETS

AUTOMOTIVE / ANTIQUE  
SWAP MEET – CAR CORRAL

Bushnell, FL  
Oct. 6, 2019



Related  
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Visit Our Web Site: [www.floridaswapmeets.com](http://www.floridaswapmeets.com)

## GEORGIA

**Oct 5 GA**, Atlanta. Roswell Motoring Festival. 10am-2pm. 770-645-6844, [Atl\\_MotoringFest@ATT.net](mailto:Atl_MotoringFest@ATT.net), [www.atlmotoringfest.org/](http://www.atlmotoringfest.org/)

**Oct 6 GA**, Covington. 27th Annual Cars of the Past Covington Car Show. 1124 Clark Street – Covington Square. 8am-4pm. Pre-register \$20, Day of show \$25. 770-648-5087, [covingtoncar-show@rotarycovington.org](mailto:covingtoncar-show@rotarycovington.org)

**Oct 26 GA**, Thunderbolt. Spectacular Car Show. American Legion Post 184 – 3003 Rowland Ave. 8am-2pm. Registration \$20. Thomas 912-661-0070 [amthomastbolt@peoplepc.com](mailto:amthomastbolt@peoplepc.com)

## ILLINOIS

**Sep 14-15 IL**, Chicago. The Classic Auto Show. Stephens Convention Center. [www.theclassicautoshow.com/chicago](http://www.theclassicautoshow.com/chicago)

**Sep. 15 IL**, Northbrook. 19th Annual Classic Northbrook Car & Truck Show sponsored by the Northbrook Historical Society as part of the 41st Annual Shermerfest, a community festival from noon-4pm in Village Green Park. Pre-registration \$15 per vehicle, \$20 day of show. Dan Kaye at 847-498-2319 or [classicnorthbrook@gmail.com](mailto:classicnorthbrook@gmail.com).

**Sep 21 IL**, Glenview. Coffee, Classics and Connections. Glenview Bank & Trust Parking Lot – 99 Waukegan Road. 9-11am. <http://centerofconcern.org/coffee-classics-connections/>

**Sep 29 IL**, Wheaton. 74th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds – 2015 W. Manchester Rd. 9am-2pm. 630-969-1847

**Oct 6 IL**, Joliet. 11th Annual Route 66 Raceway Swapmeet. 3200 S. Chicago Street. 8am-1pm. Vend or car sale \$20. Vend info Rodney Brockman 815-478-3633, general info 888-629-7223

**Oct 13 IL**, Chicago. Historic Pullman Annual Car Show. 11141 S. Cottage Grove. 10am-3pm. [tmac639@sbcglobal.net](mailto:tmac639@sbcglobal.net)

## ZEPHYRHILLS AUTO EVENTS

Nov. 14-17, 2019

Auto Swap Auction, Corral,  
Car Show  
Zephyrhills Festival Park  
Zephyrhills, FL

813-312-4009

[zephyrhillsautoevents.com](http://zephyrhillsautoevents.com)



**Oct 20 IL**, Peotone. Chicagoland Petroleum & Advertising Show. Will County Fairgrounds. 8am-1pm. [www.gasguys1.com](http://www.gasguys1.com), 815-721-3336 or [gasguys@hotmail.com](mailto:gasguys@hotmail.com)

## INDIANA

**Sep 18 IN**, Angola. 7th Annual Cruise to the Monument Car Show. Historic Downtown Angola, Indiana at the crossroads of US20 and Old Hwy 27. [www.angolain.org/events/cruisetothemonument](http://www.angolain.org/events/cruisetothemonument)

## IOWA

**Oct 19 IA**, Cedar Rapids. 41st Annual Cedar Rapids Region AACA Swap Meet. Hawkey Downs Fairgrounds. 8am-5pm. Vend spots \$25, Car Corral \$25, John Maxwell 319-693-9290, <http://local.aaca.org/cedarrapids>

**Oct 20 IA**, Moticello. 35th Annual Fall Auto Parts Swap Meet and Car Corral. Fairgrounds parking lot - 700 North Maple Street. 7:30am-1pm. Pre-register \$10, after Oct. 3 \$15, Gary Muller 319-465-5119, [www.autopartsswapmeet.net](http://www.autopartsswapmeet.net)

## KENTUCKY

**Oct 11-13 KY**, Lexington. Goodguys 2nd Kentucky Nationals. Kentucky Horse Park. [www.good-guys.com/2019-events](http://www.good-guys.com/2019-events)



**41st Annual**  
**Cedar Rapids Region of the**  
**Antique Automobile Club of America**

# SWAP MEET

**8 a.m. to 5 p.m.**  
**Saturday, Oct. 19<sup>th</sup>, 2019**  
*No Early Arrivals Please*

**Hawkeye Downs Fairgrounds**  
Hwy 30 & 6th St. SW - Cedar Rapids, Iowa  
Spaces Approximately 12' x 30'  
Outdoor & Track  
\$25 at gate • Car Corral - \$25 per car

**NO TOWED OR TRAILED VEHICLES**  
**IN CAR CORRAL**  
(No tax permit needed for sale of registered vehicles.)  
Indoor spaces \$45 if available, previous have first chance!

**Inside stall sign-up contact**  
**(319) 693-9290** (John Maxwell)  
9 a.m. - 9 p.m.

**VENDOR SETUP**  
**6:00 A.M. SATURDAY**  
(Conditions Permitting)

**NO REFUNDS - RAIN OR SHINE**

General Information:  
**Cedar Rapids Region AACA**  
**PO Box 9272 • Cedar Rapids, IA 52404**  
**<http://local.aaca.org/cedarrapids>**  
**PUBLIC ADMISSION \$5**  
**16 & under free**

## MARYLAND

**Sep 29 MD**, Abingdon. Buick Owners to Maryland 33rd Annual All GM Show. Boyle Buick-GMC Truck - 3015 Emmorton Rd. 9:30am-2:30pm. Raymond Price 410-812-8477, [rprice2@netzero.net](mailto:rprice2@netzero.net), Craig Bober 443-904-4200

**Oct 27 MD**, Baltimore. Jerry's Auto Group Fall Car Show. Jerry's Chevrolet - 1940 East Joppa Road. 10am-4pm. Registration \$20. [www.jerrysautoshow.com](http://www.jerrysautoshow.com), Bill 443-418-4598

## MASSACHUSETTS

**Oct 6 MA**, Devens. 39th Annual MCCNE Fall All Wheels Car Show & Swap Meet. Devens Town Common. 9am-3:30pm. Registration \$20 (\$15 MCCNE Members, ), [www.mccne.com](http://www.mccne.com)

**Oct 19 MA**, Brookline. Larz Anderson Extinct Car Day. 15 Newton Street. Online registration \$10, day of show \$15. <https://larzanderson.org/extinct/>

**Oct 19 MA**, Middleboro. 20th Annual New England Speed Meeting "Gathering of the Faithful". Pierce Playground - 26 Jackson Street. 9am-3pm, vend space \$25. [www.autonetnewengland.com](http://www.autonetnewengland.com), [jackwegman@verizon.net](mailto:jackwegman@verizon.net), 508-888-3103

**Oct 20 MA**, Middlebrow. 20th Annual New England Speed Meeting "Gathering of the Faithful" 26 Jackson Street. 9am-3pm. [www.autonetnewengland.com](http://www.autonetnewengland.com), Jack Legman [jackwegman@verizon.net](mailto:jackwegman@verizon.net), 508-888-3103

## MICHIGAN

**Sep 14 MI**, Tatumseh. Ididit's 2019 Car Show & Open House. 610 Maumee Street. 9am-3pm. [www.ididitinc.com](http://www.ididitinc.com)

**Sep 15 MI**, Chelsea. 2019 St. Louis Center Car Show. 16195 W. Old US Hwy. 12. 9am-3pm. Registration \$15. Cindy Lesser 734-475-8430, [cindyl@stlouiscenr.org](mailto:cindyl@stlouiscenr.org)

**Sep 21 MI**, Hickory Corners. Ford Model A Day. Gilmore Car Museum - 6865 Hickory Road. [www.gilmorecarmuseum.org](http://www.gilmorecarmuseum.org)

**Sep 21 MI**, Fowlerville. Hearse Fest. Fowlerville Fairgrounds - 8800 W. Grand River Ave. Opens at 10am. [justhearsenaround.com](http://justhearsenaround.com)

**Sep 21 MI**, Allendale. Hallandale Fall Festival Car Show. Hallandale Community Park - 11069 68th Ave. Reg 9:30-11am, Show 11am-3pm. Auto Body Xperts 6161-669-6692, [marketingcoordinator@autobodyxperts.com](mailto:marketingcoordinator@autobodyxperts.com)

**Sep 21-22 MI**, Midland. Michigan Antique Festivals Classic Car Show & Swap Meet. Midland County Fairgrounds - 6905 Eastman Ave. Sat. 8am-6pm,

Sun. 9am-4pm. Early bird shopping pass on Friday before show \$15. [www.miantiquefestival.com](http://www.miantiquefestival.com)

**Sep 27-28 MI**, Hickory Corners. Cadillac-LaSalle Club Museum Fall Festival. Gilmore Car Museum - 6865 Hickory Road. [www.gilmorecarmuseum.org](http://www.gilmorecarmuseum.org)

**Oct 5-6 MI**, Davisburg. Michigan Antique Festivals Classic Car Show & Swap Meet. Springfield Oaks County Park - 12451 Andersonville Road. Sat. 8am-6pm, Sun. 9am-4pm. [www.miantiquefestival.com](http://www.miantiquefestival.com)

## MINNESOTA

**Sep 14 MN**, Lakeland. 5th Annual Gary Jackson Memorial Charity Car Show. Bungalow Inn Bar & Grill. 9am-3pm. Registration \$5. [streetrodder49@msn.com](mailto:streetrodder49@msn.com)

**Sep 15 MN**, St. Paul. Auto Restorers Club of Southern Minnesota 43rd Annual Car Show & Swap Meet. Nicollet County Fairgrounds. 6am-3:30pm. <http://clubs.hemmings.com/autorestorers>

**Sep 15 MN**, St. Peter. 43rd Car Show & Swap Meet. Nicollet County Fairgrounds. 6am-3pm. Registration \$15, Swap pre-register \$20, at gate \$25, indoor space \$30. <http://clubs.hemmings.com/autorestorers>

**Sep 29 MN**, St. Paul. 49th Annual Midwest Fall Swapmeet & Car Show. Minnesota State Fairgrounds. 7:30am-4pm [www.midwestswapmeet.com](http://www.midwestswapmeet.com) or 952-994-3225.

## MISSISSIPPI

**Oct 10-12 MS**, Biloxi. Cruising the Coast 23rd Annual Collector Car Auction. Mississippi Coast Coliseum. 504-264-2277, [www.vicariauction.com](http://www.vicariauction.com)

## MISSOURI

**Sep 13-14 MO**, Fulton. Fall Willys Jeep Reunion & Swap Meet. Auto World Museum - 200 Peacock Drive. Contact Art & Darlene Gloss 573-491-9921 [4wdjeep@mail.com](mailto:4wdjeep@mail.com), Jeff Petrowich 217-246-5438, [jpet@willysreunion.com](mailto:jpet@willysreunion.com), [www.willysreunion.com](http://www.willysreunion.com)

**Sep 14 MO**, Troy. Trinity Lutheran Church Car Show. 1307 Boone Street. 10am-3pm. Registration \$20. Bryan Gooding, Chair 636-297-1328 or Jim Lalumondiere, Co-Chair 636-290-2535

**Sep 15 MO**, St. Louis. 41st Annual Swap Meet & Car Show. Chesterfield Mall. 314-991-4665, [www.hccmo.com](http://www.hccmo.com)

**Sep 21 MO**, Nevada. Second Annual Nevada Veterans Car & Truck Show. 510 N. Centennial Blvd. 9am-2pm. Registration \$20. Doug Thomas 816-690-8131 [cdthomasret@gmail.com](mailto:cdthomasret@gmail.com)



**Oct 18 -19 MO,** Carthage. 39th Annual Carthage Maple Leaf Car Show, Swap Meet & Cruise Night. Friday Cruise – On Historic Carthage Square – 302 South Main Street. 6-9pm. Saturday Car Show – CMR – 1900 South Grand Ave. 8am-5pm. Swap Meet & Car Corral on Friday at 1900 South Grand Ave. noon – 6pm. & Saturday 8am-5pm. Car Show Info: Larry – 417-825-6773, Alan – 620-856-2020, Contact Randy at 417-850-5933 for Swap Meet: (\$25), Car Corral (\$5) information. Register on line at [www.mapleleafcarshow.com](http://www.mapleleafcarshow.com), [mapleleafcarshow@gmail.com](mailto:mapleleafcarshow@gmail.com), Facebook at Maple Leaf Carshow.

## MONTANA

**Sep 14 MT,** Billings. Ra Ra's Show n' Shine. 2 miles east of Blue Basket on Hwy. 212. 10am-3pm

**Sep 14 MT,** Lincoln. Lambkins Car Show. Lambkins of Lincoln – 2316 Lincoln Springs. 9am – closing. Marge 406-362-4460, Lambkins 406-362-4380

**Oct 5 MT,** Huntley. 6th C4RV Chance Car Show. Huntley Project Veterans Park 1613 Northern Ave. 8am-10pm. John or tame 406-348-2430.

## NEBRASKA

**Sep 22 NE,** Fremont. Fremont Antique Car Club 52nd annual swap meet. Christensen Field on North Ridge Rd. \$20 outside spaces. Inside spaces \$20 per table. Bob Buer 402-459-1061, [www.fremontantiquecarclub.com/](http://www.fremontantiquecarclub.com/)

## NEVADA

**Sep 21-22 NV,** Pahrump. 3rd Edition Top Notch Car Show. 3591 W. Bell Vista Ave. 775-751-1007, [pahrumpcarshow@gmail.com](mailto:pahrumpcarshow@gmail.com), [www.topnotchrepairs.us/carshow2019](http://www.topnotchrepairs.us/carshow2019)

**Oct 25-28 NV,** Las Vegas. Las Vegas Concours d'Elegance. [www.lasvegasconcours.com](http://www.lasvegasconcours.com)

## NEW JERSEY

**Sep 19-22 NJ,** Wildwood. Fall Boardwalk Classic Car Show. Wildwood's Boardwalk. Registration \$55. [www.wildwoodmotorevents.com](http://www.wildwoodmotorevents.com), Alethea@WildwoodMotorEventsNJ.com

**Sep 19-22 NJ,** Wildwood. Wildwoods Indoor Vendor & Swap Meet Extravaganza. Wildwood Convention Center – 1 South Route 47. 609-522-4546 ext. 3, [www.wildwoodmotorevents.com](http://www.wildwoodmotorevents.com), Alethea@WildwoodMotorEventsNJ.com

**Sep 26-29 NJ,** Freehold. Vintage Thunderbird International Convention. Radisson Hotel. Thunderbirds of all years welcome. Jim Cappuzzo mseri-

[es63tbird@aol.com](mailto:es63tbird@aol.com), [www.vintagethunderbirdclub.net/](http://www.vintagethunderbirdclub.net/)

**Sep 27-29 NJ,** Wilwood. Monster Truck Beach Races. [www.wildwoodmotorevents.com](http://www.wildwoodmotorevents.com), Alethea@WildwoodMotorEventsNJ.com

**Sep 29 NJ,** Augusta. Metro Jersey Chapter 29th Anniversary Truck Show. Skylines Stadium – 94 Championship Place. 9am-3pm. Bill Wagner 973-214-7629, Tom Amaducci 973-687-8833, Scott Baker 201-512-0056, Flea Market space George Petrask 862-241-9237

## NEW YORK

**Sep 11 NY,** St. Albans. Vintage Chevrolet Club of America Queens County Region Antique Car Show. 1994 and older. The New York State Veteran's Home – 178-50 Linden Blvd. Gates open at 7am. Registration \$10. Howie 516-662-9379, [hfishman52@aol.com](mailto:hfishman52@aol.com)

**Sep 13 NY,** Grahamsville. Any Make, Any Model Cruise to the Neversink Roundabout at the Grahamsville Fairgrounds Antique Machinery Association Show. Meet at the Tr-Valley School front parking lot to cruise to show at 9:30am. Tom Matthews 845-985-7162 or Carl Smith 845-798-8788 AMAMCC

**Sep 13 NY,** East Setauket. Alternatives for Children 23rd Annual Classic & Sports Car Rally. Starting line Alternatives for Children in Dix Hills, Finish Line Long Island Yacht Club in South Babylon. Susan Ennis at 631-331-6400, ext. 229. Register online [www.alternativesforchildren.org/road-rally.html](http://www.alternativesforchildren.org/road-rally.html), [www.facebook.com/events/320332578657895/](https://www.facebook.com/events/320332578657895/)

**Sep 19-22 NY,** Hyde Park. Lincoln & Continental Owners Club's Eastern National Meet. <https://lcoc.org/event/2019-eastern-national-meet/>, Owen Clarke at 845-889-8891, [Clarketrustee@msn.com](mailto:Clarketrustee@msn.com).

**Sep 22 NY,** Hudson. 35th Annual Croton Rotary Auto Show. Croton Harmon Train Station. 11am-4pm. Mark Franzoso 914-490-2137, [mark@franzoso.com](mailto:mark@franzoso.com)

**Sep 29 NY,** Hampton Bays. New York AutoFest at the San Gennaro Festival. 9am-5pm. [www.nyautofest.com](http://www.nyautofest.com)

**Oct 4 NY,** Saratoga Springs. Wine & Food Festival Rally and Lunch at Lake George Club. Starts at Saratoga Automobile Museum and ends at Lake George Club. 11am-2:30pm. \$125/person. Megan Hennessey 518-401-5185, [megan.hennessey@saratogaautomobilemuseum.org](mailto:megan.hennessey@saratogaautomobilemuseum.org)

**Oct 20 NY,** East Norwich. 11th Annual

New York AutoFest Halloween Car Show. Chelsea Mansion, 34 Mutton-town Ln. 9am-4pm. [www.nyautofest.com](http://www.nyautofest.com)

## NORTH CAROLINA

**Oct 5 NC,** Maggie Valley. NW Georgia Mustang Club's 46th Annual Shelby, Mustang & Ford Maggie Valley Car Show. Maggie Valley Festival Ground – 3374 Soco Road. 8:30am-3pm. Registration \$25. Steve Harrison 404-427-2264, [steve66shelby@gmail.com](mailto:steve66shelby@gmail.com), [www.facebook.com/pages/Northeast-Georgia-Mustang-Club/192962149084](https://www.facebook.com/pages/Northeast-Georgia-Mustang-Club/192962149084)

**Oct 5 NC,** Asherville. Southeast Willys Jeep Get Together. 10am-3pm. Will(ys) Springer [www.SoutheastWillysJeep-GetTogether.com](http://www.SoutheastWillysJeep-GetTogether.com), [ewills@Southeast-WillysJeepGetTogether.com](mailto:ewills@Southeast-WillysJeepGetTogether.com), 828-687-0334

**Oct 11-13 NC,** Mount Airy. Huge 3 Day Automotive Swap Meet/Car Show. Veteran's Park – 691 West Lebanon Street. Cruise-In Friday Sat 8am-5pm, Sun 8am-3pm. Vend spots \$30. Erik 540-577-9672 or [www.chasingsscars.com](http://www.chasingsscars.com)

**Oct 17-19 NC,** Charlotte. Hornets Nest Region AACA Fall Charlotte AutoFair. Charlotte Motor Speedway. [www.charlotte-autofair.com](http://www.charlotte-autofair.com)

**Oct 18-19 NC,** Henderson. Show, Shine, Shag & Dine Car Show. Vance County Tourism Development Authority [www.kerrlake-nc.com](http://www.kerrlake-nc.com) or 866-438-4565

**Oct 18-19 NC,** Concord. Goodguys 26th Southeastern Nationals. Charlotte Motor Speedway. [www.goodguys.com/2019-events](http://www.goodguys.com/2019-events)

## OHIO

**Sep 11-14 OH,** Mansfield. Studebaker Drivers Club International Meet, [studeguy54@gmail.com](mailto:studeguy54@gmail.com)

**Sep 13-15 OH,** Canfield. Dave & Ed's Super Auto Events-Canfield Swap Meet, Car Corral and Sunday Casual Car Show. Held at Canfield Mahoning County Fairgrounds, 7265 Columbiana Canfield Rd, 330-477-8506

**Sep 13-15 OH,** Springfield. Cars & Parts Springfield Swap Meet & Car Show. Clark County Fairgrounds. 937-376-0111, [www.ohioswapmeet.com](http://www.ohioswapmeet.com)

**Oct 12 OH,** Hilliard. Trunk or Treat Car Show. Hilliard Presbyterian Church – 3600 Leap Road. 11am – 3pm. Registration \$10. [www.facebook.com/pages/Empty-Pockets-Cruisers/736240299835729?ref=hl](https://www.facebook.com/pages/Empty-Pockets-Cruisers/736240299835729?ref=hl)

**Oct 24-26 OH,** Cleveland. All Transportation Swap Meet. Cleveland County Fairgrounds. 9am-6pm. 405-651-7927,



www.NormanSwapMeet.com

## OKLAHOMA

**Oct 17-19 OK**, Chickasha. Chickasha 51st Annual Swap Meet. 712 East Choctaw Ave. 10am-3pm. Reserved Spaces \$40. 405-224-6552

## PENNSYLVANIA

**Sep 14 PA**, East Berlin. Historic East Berlin Fall Festival Car Show. East Berlin Community Park – North Avenue. 8am-2pm. Registration \$10. Ken Buohi 717-321-3189

**Sep 14 PA**, Philadelphia. 3rd Annual PJP marketplace Superstore Car Show. Shellys Plaza – 8690 Frankford Ave. 9am-3pm. Registration \$20, Bobbi (H) 215-752-0484, (C) 215-820-3276, movinonkruzers.com, kruzers@inbox.com

**Sep 14 PA**, Patton. Tackett's Repair Shop Car Show. Janesville Dam at Mountz Memorial Park. 10am-4pm. Registration \$10. 814-505-7876 or email melscarshows@gmail.com

**Sep 21 PA**, Chester County. 4th Annual Coatesville Invitational Vintage Grand Prix. Pre-1970 racing through the streets. <https://coatesvillegrandprix.com/home>

**Sep 22 PA**, Hershey. Annual Corvair Day Swap Meet & Corvair Show. AACA Museum, 161 Museum Dr., 17033. some events have a fee. Contact Earl Holmes, 717-991-7341 or earlzgames@comcast.net

**Sep 28 PA**, Gettysburg. 4th Annual Olde Getty Place Car Show, in downtown Gettysburg on W. & E. High St., between S. Washington and Stratton St., Pre-Registration (thru Sept. 9th) – \$13, Day of Registration – \$15. adamscha.org or call 717-321-3149

**Oct 2-6 PA**, Carlisle. Fall Carlisle. Carlisle Fairgrounds/Expo Center. [www.carlisleevents.com](http://www.carlisleevents.com)

**Oct 5 PA**, Ivyland. 7th Annual "Tony's Place Car Show" 1297 Greeley Ave. at

Bristol Rd. 9am-3pm. Registration \$20. Bobbi (H) 215-752-0484, (C) 215-820-3276 or Joe Ameci (Office) 215-354-0875, E-Mail [movin'onkruzers@inbox.com](mailto:movin'onkruzers@inbox.com), [www.movinonkruzers.com](http://www.movinonkruzers.com)

**Oct 9-12 PA**, Hershey. Hershey AACA Eastern Fall Nationals. Hershey park Stadium and the Giant Center. 717-566-7720, [hr@hersheyaaca.org](mailto:hr@hersheyaaca.org), <http://hershey.aaca.com/>

**Oct 13 PA**, Downingtown. 17th Annual All Oldsmobile Fall Show. Kerr Park. 9am-3pm. <http://clubs.hemmings.com/delvaloldclub/>

**Oct 25-27 PA**, Reading. Pretzel City Rod & Custom Indoor Fall Mall Show. Berkshire Mall. Registration \$15. Rick 610-678-3948, Fran 610-944-5515

## RHODE ISLAND

**Oct 13 RI**, Hartford. RISRA 44th Annual "Toys for Tots" Fun Run. Johnston War Memorial Park – 1583 Hartford Ave. Registration – 1 new unwrapped toy, 2 cans of food. 401-499-9877, [www.ristreetrodding.org](http://www.ristreetrodding.org)

## SOUTH CAROLINA

**Oct 24 – Nov 3 SC**, Hilton Head Island. Hilton Head Concours d'Elegance & Motoring Festival. [www.hhiconcours.com](http://www.hhiconcours.com)

## TENNESSEE

**Oct 6 TN**, Franklin. 30th Annual Battlefield AACA Car, Truck and Motorcycle Show at The Factory, 213 Franklin Road. Registration \$20, 9 am – 3pm. Chris Woodside 615-979-3058, [battlefieldaaca.com](http://battlefieldaaca.com)

## TEXAS

**Sep 13-15 TX**, Fort Worth. 52nd Annual Southwest Swap Meet. Texas Motor Speedway. [www.southwestswapmeet.com](http://www.southwestswapmeet.com), Gary & Suzy Page 469-463-6277, [info@southwestswapmeet.com](mailto:info@southwestswapmeet.com)

**Sep 27-29 TX**, Ft. Worth. Goodguys 27th Summit Racing Lone Star Nationals. Texas Motor Speedway. [www.goodguys.com/2019-events](http://www.goodguys.com/2019-events)

**Oct 19 TX**, Westlake. Ninth Annual Westlake Classic Car Show. Original or restored vehicles from 1900-1959 (no Hot Rods or Customs) 2902 Sam School Road. 11am-4pm. Pre-register \$25, day of show \$30. [jgreenwood@westlake-tx.org](mailto:jgreenwood@westlake-tx.org) or text to 817-680-1422.

## VERMONT

**Sep 22 VT**, Bristol. Better L8 Than Never Car Show. Bristol Recreation Field – 110 Airport Drive. 9am-4pm. [www.BetterL8ThanNever.com](http://www.BetterL8ThanNever.com), [www.facebook.com](http://www.facebook.com)

[com/events/356147988439917/](http://com/events/356147988439917/)

## VIRGINIA

**Sep 14 VA**, Leesburg. 32nd Annual Leesburg Car Show. Downtown. 12-4pm. Registration \$20, [www.lcps.org/domain/26427](http://www.lcps.org/domain/26427)

**Sep 21 VA**, Manassas. 44th annual Edgar Rohr Antique Auto Show, Manassas Museum, 9101 Prince William St. 10am-3pm. Bull Run Region AACA. Website: [www.bullrunaaca.org](http://www.bullrunaaca.org), Info: Darryll Baker, 571-294-7853.

## WASHINGTON

**Sep 13 WA**, Seattle. Concours d'Mariners with LeMay – America's Car Museum. T-Mobile Park – 1250 1st Ave S. Pre-game show 7:10pm. [www.mlb.com/mariners/tickets/specials/car-show](http://www.mlb.com/mariners/tickets/specials/car-show)

**Sep 20-21 WA**, Chehalis. 54th Annual Harvest Swap Meet. Vend spaces, \$40, [www.CCVAC.com](http://www.CCVAC.com). or call 360-273-6961

## WISCONSIN

**Sep 13-14 WI**, Wisconsin Dells. Dash to the Dells 30 1948-1972 Ford F-100 Truck Show. Mike Conner 608-513-4856, [mikesfine56@gmail.com](mailto:mikesfine56@gmail.com), Registration Theresa Sonn [sonnshine62@gmail.com](mailto:sonnshine62@gmail.com)

**Sep 13-15 WI**, Elkhart Lake. Road America Art on Wheels Weekend. Gather on the Green display on Sep 14 at Osthoff Resort. 800-365-7223, [www.roadamerica.com](http://www.roadamerica.com)

**Sep 15 WI**, Beloit. 43rd Beloit Autorama Car Show, Parts Swap, Car Corral, Arts & Crafts. Town of Beloit Preservation Park. 8am-4pm. [www.beloitautorama.com](http://www.beloitautorama.com)

**Sep 21 WI**, Okauchee. Pack-O-Rats Speed Club 3rd Annual Fully Blown Car & Bike Show. Okauchee Lions Park – N49W34400 E. Wisconsin Ave. 8am-4pm. [www.facebook.com/packroratz/](http://www.facebook.com/packroratz/)

**Sep 21 WI**, Cross Plains. 37th Annual The Hill & Valley Antique Auto & Americana Show. Baer Park. Registration \$10. Don Chandler 608-513-8254, 608-798-3040, John Riley 608-770-5646, [john@sullivananddesignbuild.com](mailto:john@sullivananddesignbuild.com)

**Sep 27-29 WI**, Jefferson. 42nd Annual Fall Jefferson. Jefferson County Fairgrounds – 503 N. Jackson Ave. Fri. 1am-4pm, Sat. 6am-4pm, Sun. 6am-3pm. 608-244-8416, [www.madisonclassics.com](http://www.madisonclassics.com)

**Sep 29 WI**, Green Lake. Jack Taylor Memorial Car Show Harvest Fest. [www.visitgreenlake.com](http://www.visitgreenlake.com), 800-253-7354

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[chickashaautoswapmeet.com](http://chickashaautoswapmeet.com)



**Oct 6 WI**, Shawano. Shawano Flea Market Car Show. Shawn County Fairgrounds – 990 W Green Bay Street. 7am-4pm. 715-526-9789, [www.zurko-promotions.com](http://www.zurko-promotions.com)

**Oct 13 WI**, Janesville. 11th Annual Back Bar Car Show. 1901 Beloit Ave.

## AUCTIONS

### SEPTEMBER

**Sep 12 IN**, Middlebury. Hooley Classic Car Auction. Campus of Das Dutchmen Essenhaus – 240 US Hwy. 20. 574-596-



**Jack Taylor Memorial Car Show**  
Harvest Fest  
September 29, 2019 | Green Lake, WI



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9890, [hooleycarauction@gmail.com](mailto:hooleycarauction@gmail.com),  
[www.bartelandcompany.com](http://www.bartelandcompany.com)

**Sep 14 MN**, Mantorville. Collector Estate Auction. 9am. 800-801-4502, [www.maringauction.com](http://www.maringauction.com)

**Sep 14 IA**, Red Oak. Coyote Johnson Collection Auction. VanDerBrink Auctions. 9:30am, Montgomery County Fairgrounds. Approximately 80 American muscle cars. [www.VanDerBrinkauctions.com](http://www.VanDerBrinkauctions.com)

**Sep 16-22 WA**, Ridgefield. Schurman's Iron Ranch Collection. Online bidding only. 888-282-8648, [www.aumannvintagepower.com](http://www.aumannvintagepower.com)

**Sep 20 WI**, Wautoma. Yoder Collector Car Auction. [www.yodersold.com](http://www.yodersold.com), 920-787-5549, Cell 920-295-2644

**Sep 20 Esher**, UK. Jaguar Heritage, Classic and Sports Car Auction. Sundown Park Racecourse. 9am-1pm. [www.barons-auctions.com](http://www.barons-auctions.com)

**Sep 20-21 NY**, Saratoga Springs. Saratoga Auto Auction. Saratoga Automobile Museum. 518-587-1935, [www.saratogaautoauction.com](http://www.saratogaautoauction.com)

**Sep 21 IL**, Shipman. Large Live 2-Ring Auto Parts Auction. Harman Auction Center – 864 W. Railway. 9am. Auction Zip #4339 for further information, 618-836-7355

**Sep 21-22 MO**, Cape Girardeau. VanDerBrink Auctions. Shadow Rest School, 232 Sierra Ridge. 9am both days. Gas and oil collectibles, collector cars, gas engines, parts. [www.VanDerBrinkauctions.com](http://www.VanDerBrinkauctions.com)

**Sep 27 NC**, Concord. 19th Annual Fall Auction. Cabers County Arena & Event Center. 150 Carolina vehicles. [www.tommackauctions.com](http://www.tommackauctions.com) 803-364-3322 or 704-400-1127

**Sep 28 TN**, Nashville. 50th Semi-Annual Music City Classic Collector Car Auction. Call George Eber 615-496-2277. [www.southernclassicauctions.com](http://www.southernclassicauctions.com)

**Sep 29 NJ**, Howell Township. John Blewett Collection. 246 Herbertsville Road. 9am. 315-633-2944. sale site phone 315-633-2944, [www.lyonauction.com](http://www.lyonauction.com)

### OCTOBER

**Oct 2-6 PA**, Carlisle. Fall Carlisle. Carlisle Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Oct 5**, NY, Roslyn. RAND Luxury Motorcar Auction, Nassau County Museum of Art, 1 Museum Dr, Roslyn NY, 11576. Registration: 95\$. 212-655-4505, [BRand@RandLuxury.com](mailto:BRand@RandLuxury.com), <https://>

[randluxury.com/event/rand-luxury-motorcar-auction/](http://randluxury.com/event/rand-luxury-motorcar-auction/)

**Oct 10-12 MS**, Biloxi. Cruising the Coast. 23rd Annual Collector Car Auction. Mississippi Coast Coliseum. 504-254-2277, [www.vicariauction.com](http://www.vicariauction.com)

**Oct 17-19 MN**, Winona. SG Auction Classic, Antique & Collector Car Auction. 601 E. Main. 507-498-9000, [sgauction.net](http://sgauction.net)

**Oct 18-19 MO**, Branson. The Branson Auction. Branson Convention Center. 800-335-3063, [www.bransonauction.com](http://www.bransonauction.com)

## CRUISES

### SEPTEMBER

**Sep 15 CT**, New Canaan. Caffeine & Carburetors. Downtown Pine & Elm Streets. 7-11:30 am. [www.caffeineandcarburetors.com](http://www.caffeineandcarburetors.com). Instagram and Facebook @caffeineandcarburetors, Twitter @caffeineandcarb

**Sep 21 GA**, Villa Rica. Golden City Cruisers Classic Car Cruise. Downtown. 5-8pm. [www.goldencitycruisers.com](http://www.goldencitycruisers.com)

**Sep 28 St. Louis**, Louisville, Chicago, Detroit, Indianapolis, Tampa Bay, Orlando, Houston, Ft. Lauderdale, Nashville, Dallas, Philadelphia, Milwaukee, Atlanta, Denver, Scottsdale. Gateway Classics Cars & Coffee Presented by Grundy Insurance. 9am-noon. [www.gatewayclassiccars.com](http://www.gatewayclassiccars.com)

**Sep 28 CA**, Fillmore. Elkin's Ranch Cruise Nights. 1386 Chambersburg Rd. Art Sanchez 805-758-4326, [sanchezins@sbcglobal.net](mailto:sanchezins@sbcglobal.net), Tony Morales 805-223-0793, Danny Ibarra Elkins Golf Course 805-524-1121

### OCTOBER

**Oct 20 CT**, New Canaan. Caffeine & Carburetors. Waveny Park. 7-11:30 am. [www.caffeineandcarburetors.com](http://www.caffeineandcarburetors.com). Instagram and Facebook @caffeineandcarburetors, Twitter @caffeineandcarb

**Oct 26 St. Louis**, Louisville, Chicago, Detroit, Indianapolis, Tampa Bay, Orlando, Houston, Ft. Lauderdale, Nashville, Dallas, Philadelphia, Milwaukee, Atlanta, Denver, Scottsdale. Gateway Classics Cars & Coffee Presented by Grundy Insurance. 9am-noon. [www.gatewayclassiccars.com](http://www.gatewayclassiccars.com)

**Oct 26 CA**, Fillmore. Elkin's Ranch Cruise Nights. 1386 Chambersburg Rd. Art Sanchez 805-758-4326, [sanchezins@sbcglobal.net](mailto:sanchezins@sbcglobal.net), Tony Morales 805-223-0793, Danny Ibarra Elkins Golf Course 805-524-1121

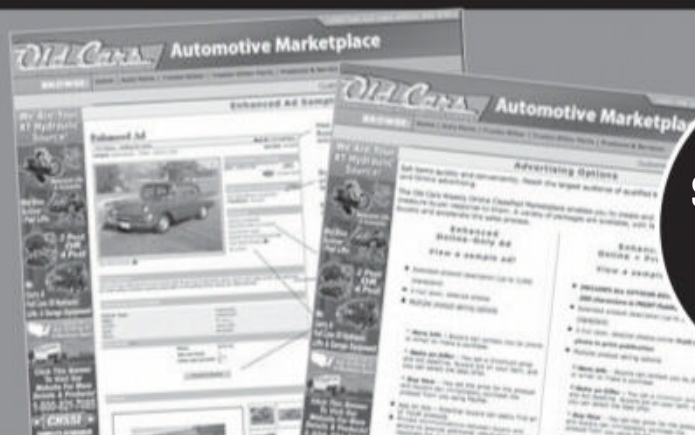


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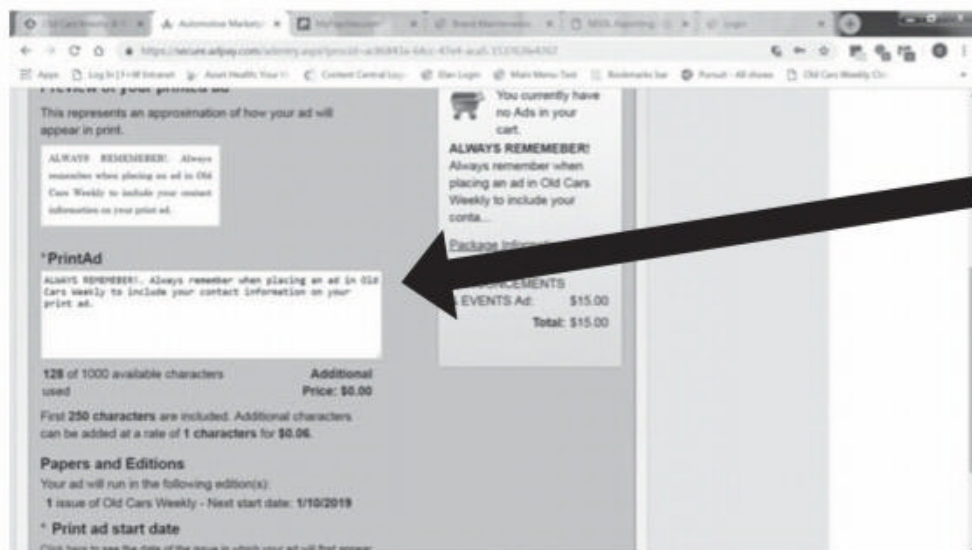
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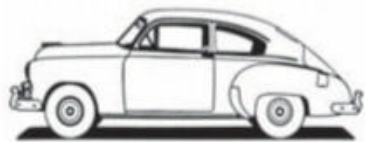
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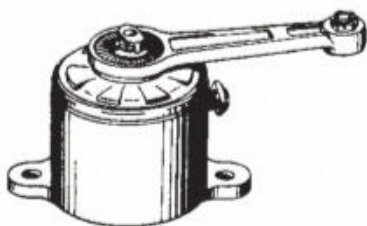
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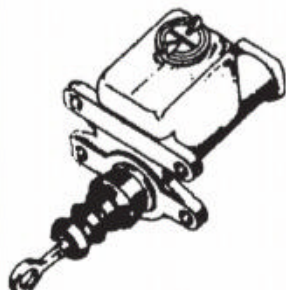
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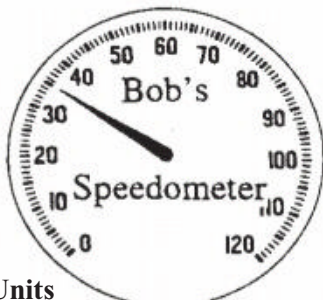
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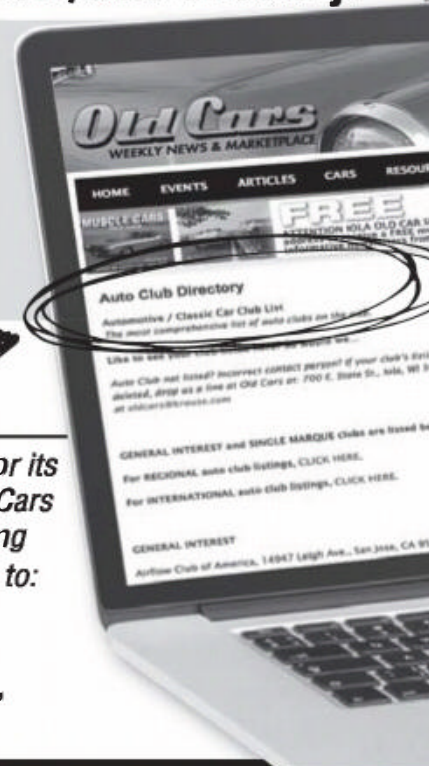
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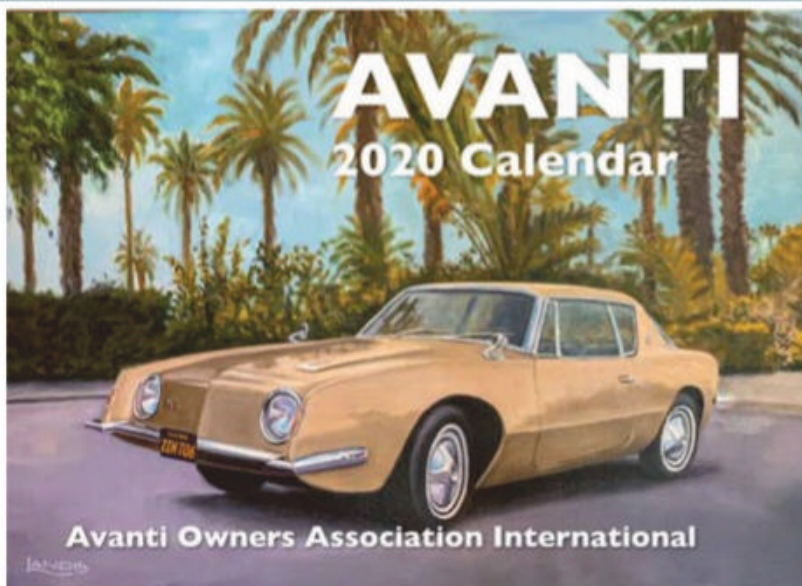
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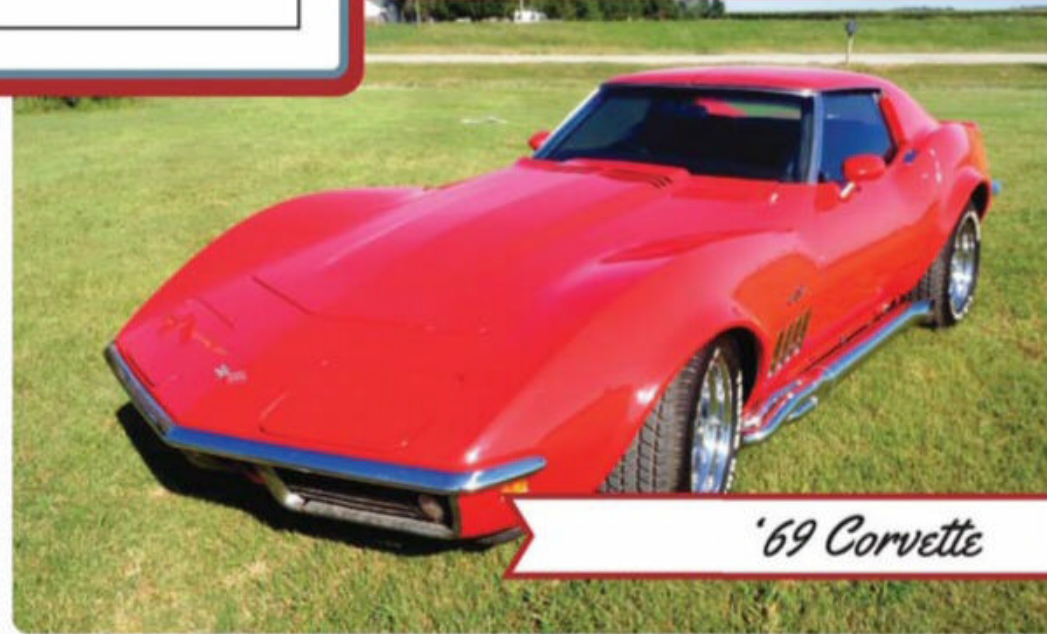
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# RARE BEL AIR

## Dealership employee restores the first '58 Chevy he saw

STORY AND PHOTOS BY ANGELO VAN BOGART

The two tail lamps are the first giveaway that this two-door hardtop isn't a more common Impala Sport Coupe.

**A**lmost everyone overlooks the 1958 Chevrolet Bel Air in favor of the new Bel Air Impala — everyone but Russel Huval of Breaux Bridge, La. Now he has a 1958 Bel Air that almost no one can overlook; it also happens to be the very first '58 Chevrolet he ever laid eyes upon.

"It was the first '58 Chevrolet I ever saw," he said of his Anniversary Gold and Honey Beige Bel Air Sport Coupe. "I was working part-time at the Chevrolet dealership in October '57. At that time, I was sweeping floors, pumping gasoline, fixing flat tires, at night. In the mornings I put the lights on and got everything ready for business, then I'd go to school.

"Well, the car was covered and back then, new car [unveilings] were a special thing. I uncovered it the night before to make sure it was clean, and I remember sitting in the corner, sitting on the floor,

and [noting] how much of a difference it was from the '57s — a totally different car. I was always fascinated, ever since I saw the car, and that image stayed in my mind. To me, there was no other car."

The next morning, before the dealership pulled back the cover to unveil what Chevy called the new "lower, wider, longer '58 Chevrolet" to the people of Breaux Bridge, Huval had bragging rights among his classmates: He had seen the new Chevys with their new quad headlamps and multiple tail lamps before any of them. Soon his schoolmates would be marching down to Domingues Chevrolet Motor Co. to see it for themselves.

"It was so different at that time," he said. "The teachers would do field trips to the dealerships and we would have to write essays on what we saw," Huval said. "I wish I had kept my essay on that '58."

"All-new" is an overused phrase in the automotive world and is even abused by new car makers as they try to sell warmed-over new models. However, it certainly applied to the 1958 Chevrolet.

The 1958 Chevrolet passenger cars had all-new body, chassis, rear suspension and steering designs. Model lineups were redone, and there was even a new V-8 engine thrown in for good measure.

While the 1957 Chevrolets today are considered classics, they were on the third year of a styling cycle and had to compete with all-new low and lithe-looking 1957 Fords and Plymouths. Ford scored a rare victory in model-year sales as it outsold Chevrolet that year. But General Motors already had an answer in the works for 1958.

Lower and longer-looking were already goals of the automotive industry through the 1950s, and under General Motors Vice-President of Design Harley Earl, cars slowly crept down to the pave-



ment during this period. Earl also began to add “more” to GM design during the 1950s — notably more ornamentation and more bulk. When the light, lean and clean 1957 Fords and Plymouths came out, designers under Earl realized they were headed in the opposite direction of the rest of the industry. It was too late to change GM’s 1958s, but something had to be done for 1959. GM’s 1959s were more in line with the longer- and sleeker-looking competitors, and the 1958s became the legendary Harley Earl’s swan song; he retired before design of the 1959s was complete.

While its two main competitors were warmed over for 1958, Chevrolet unveiled a near totally changed line of passenger cars. Since the 1958s would be replaced with new designs for 1959, the 1958 Chevrolets became a one-year-only car.

The completely redesigned Chevrolet bodies for 1958 were mounted on a new “Safety-Girder” frame that featured X-type construction with three cross members and a center tube. Rear suspension design changed from traditional leaf springing to coils with three control arms. Up front, there was new steering with a jointed steering shaft and steering pieces ahead of the front wheels.

New bodies and underpinnings all resulted in a longer, lower and wider package that, on the average, was 150

pounds heavier. Wheelbase grew from 115 to 117.5 inches; overall length grew from around 200 to 209.1 inches. Width ballooned from 73.7 to 77.5 inches. Height dropped, depending on the model, nearly four inches to just over 56. The X-frame permitted the reduced height without loss of passenger room. Quad headlamps were standard for the first time on a Chevrolet production car.

A new engine also gave Chevrolet more bragging rights to newness in 1958. The fresh 348-cid V-8 joined the carry-over small-block 283-cid V-8 and inline 235.5-cid six-cylinder as an engine option. The 348-cid V-8 offered as many as three two-barrel carburetors, a first on a Chevrolet V-8, but these performance versions of the 348 mostly saw competition on the street. Since domestic auto manufacturers agreed to stop supporting professional racing in 1957, very few professional race car drivers bought a 1958 Chevrolet to race, especially since the cars weighed more than the previous year.

New model names also added to the excitement of the 1958 Chevrolet line. The entry-level Delray replaced the One-Fifty; the midline Biscayne replaced the Two-Ten; and the Bel Air remained at the top, but with a twist. Crowning the Bel Air line was the new Impala sub-series that included Chevrolet’s only convertible model and a Sport

Coupe two-door hardtop. The additional Bel Air Impala glamour included an interior with three-tone seat inserts, reflectors in the extended armrests and, in hardtops, a pull-up center armrest in the middle of the back seat. However, it was on the outside that the Impala really shined. Six rear lamps on the Impala instead of four on other Chevrolet two- and four-doors accommodated two backup lamps. The Impala’s additional rear lamps required a deeper swing to the ’58 Chevy “gull wing” tailfin treatment, thus making the Impala rear deck lid more shallow than other Chevrolets. Although the roof of the Impala Sport Coupe utilized a reverse-angle rear roof pillar like all other closed 1958 Chevrolet cars — a feature derived from the 1956 Motorama *Corvette Impala* dream car — the 1958 Impala roof was lower than that of the Bel Air Sport Coupe; the Impala roof also incorporated a simulated vent at the rear like that on the 1956 *Corvette Impala* dream car and simulated vents on the rear quarter panels. All of these changes required the 1958 Impala to have its own body shell, even though it was part of the Bel Air series.

With the exception of a convertible, the rest of the Bel Air line included the usual staple of top-line Chevrolet models: two- and four-door sedans and hardtops. These Bel Airs all had two tail lamps per side but otherwise shared



General Motors offered Anniversary Gold paint on several of its makes during 1958 to mark the company’s 50th anniversary. Chevrolets in the Anniversary Gold and Honey Beige combination (paint code 986D) are particularly desirable among ’58 fans.





The Bel Air had luxurious but busy door panel patterns that differed from the Impala Bel Air, and whereas the Impala had tri-tone cloth seat inserts outlining four seating positions, the Bel Air cloth inserts were full-width for six passengers.

similar wide, full-length body side trim and other decorative exterior trim with the Impala: front fender louver trim; front fender-top ornaments; plated hash marks on the lower rear fender ribs; and a side trim piece connecting the fin trim to the body side trim. Although the Impala coupes received exclusive “vent” trim on the lower rear fenders and on the roof, Bel Air hardtops received some trim that Impala coupes did not. That trim included brightwork covering the C pillar and “halo” roof trim above the windshield and side windows.

Then and now, however, it was the Impala that received all of the attention among '58 Chevrolets. Some sources say that 142,592 Sport Coupes were built in 1958 with no breakdown between Impalas and Bel Airs available. Other sources state 125,480 Impala Sport Coupes were built, but do not give figures for Bel Air Sport Coupes. If both of these sources are correct, only 17,112 of the 1958 Chevrolet Sport Coupes — or 12% — were Bel Airs. Such relative rarity makes it easy to understand why Bel Air Sport Coupes are so overlooked — they’ve never been easy to spot in the first place. Huval says his 1958 Bel Air Sport Coupe is the only one he’s seen in the tin, and he made a career around Chevrolets for nearly five decades.

“I have never run into another Bel

Air two-door hardtop,” Huval says. “It’s either Impalas or two-door sedans or four-door sedans. I have seen a few [Bel Air] four-door hardtops, though.”

He says this Anniversary Gold and Honey Beige 1958 Bel Air is the only two-door hardtop version of that model that Domingues Chevrolet Motor Co. sold, although he remembers it selling

a number of cars with the exotic three two-barrel 348-cid V-8.

After this 1958 Bel Air Sport Coupe was sold to its first owner, Huval spotted the car only a few times when the original owner occasionally had it serviced. All these years later, Huval is still a little perplexed that a farmer with 11 children would buy a two-door hardtop with the hot Super Turbo-Thrust 348-cid V-8 with three two-barrel carburetors.

“I guess when he bought it he didn’t realize what he was buying, — the old man never knew what he had,” Huval said.

After high school and a stint in the U.S. Air Force, Huval returned home to Breau Bridge to continue in the new Chevrolet business but never saw the Bel Air again until 1985. It hadn’t gone far, and it was pure luck that he happened upon it so many years later.

“I was delivering a new truck that particular day, and I was traveling along the highway, and of course I knew where the gentleman (original owner) lived,” Huval said. “I glanced in that area and saw the garage door was flipped open, maybe from the wind, and I saw the back bumper of the car. I said, ‘Well, there it is.’

“So I went and delivered my truck and came back and met with the people,” Huval said. “The wife said she



When equipped with three two-barrels, Chevrolet called the 348-cid V-8 the Super Turbo-Thrust engine. Brochures only listed the 280-hp version with hydraulic lifters, but a 315-hp version with solid lifters was also available. Chevrolet touted the 348-cid V-8, its first big -lock engine, as having “Wedge-Fire combustion chambers.” No doubt the “Wedge-Fire” name was inspired by the W shape of the heads.



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The Bel Air Sport Coupe roof was higher than that of the Impala, and it lacked the Impala's faux louvers and accompanying trim on the lower rear fenders and above the backlight. Bel Air hardtops also featured additional trim around the roof, perhaps to make the roof look lower as on the Impala.



Like 1958 Delrays and Biscaynes, Bel Airs featured two lamps per side while station wagons only had one per side and Impalas had three.

couldn't sell it. The old man had died and she said, 'I can't sell it,' because the husband always said, 'Don't sell my car.' She said, 'I can't sell it but I can donate it if you promise to make a show car out of it. If you make a show car out of it, that is the only way you can get the car.'"

Huval thinks the widow of the Bel Air's original owner was worried the car would be butchered into a drag car. Since racing isn't Huval's gig, he had no problem agreeing to make the car look just like he first saw it in October 1957.

The Bel Air had sunk into the dirt floor of the garage, but it remained complete and showed just 56,000 miles. Huval acquired two more 1958 Chevy parts cars and immediately tore into the restoration with the help of a few friends.

"It was all restored by non-profes-

sional people," Huval said. "It was all local swamp boys, Cajun boys, gumbos. It was just a project of many friends. They were interested in my project and they had a little knowledge. Everyone had knowledge of this and knowledge of that, and we sometimes did more damage than fixing, but we went back and fixed it to how it was supposed to be."

Back in 1985, parts were harder to search than they are today and Huval remembers looking high and low for the correct fuel pump and steel vacuum lines for the three two-barrel engine.

"That fuel pump had been changed," he said. "The fuel pump with the three-deuce setup had vacuum assist from the front carb and the rear carb."

Huval also had to find another Turboglide transmission because the original

had also been replaced.

"Most cars had the three-speed when you had the 348 three-deuce setup," he said. "When I got it, it had a Powerglide and I can remember back then, especially the Cajun people thought the Turboglide was slipping because you couldn't feel it shifting, but I was able to find a Turboglide to put it back to factory."

That first restoration took three years and by the late 1980s, Huval was hitting the show circuit. True to his word, he had made the Bel Air a nearly perfect show car and was racking up points and trophies on the Late Great Chevy circuit. Then came a new challenge.

"One of the judges in Dallas said, 'There's no such thing as a perfect car,' so I said, 'Sir, you gave me a challenge' and I restored it again. It took me a little over a year — that was 2015."

Since then, Huval's 1958 Bel Air has scored a best of 998 out of 1000 points, bringing his car close to the pinnacle of perfection. The Bel Air was also a nominee for the Antique Automobile Club of America's 2019 Zenith Award, which is granted to the car with the restoration nearest to perfection.

After 30 years as a show car, Huval says he's only put 200 miles on the car. Most of those miles were accumulated driving between trailer and show field, and Huval has no regrets from never really experiencing the Bel Air on the open road.

"It is a true trailer queen," he said. "I made a commitment to the family to make it a show car and I am living up to that commitment." **OC**



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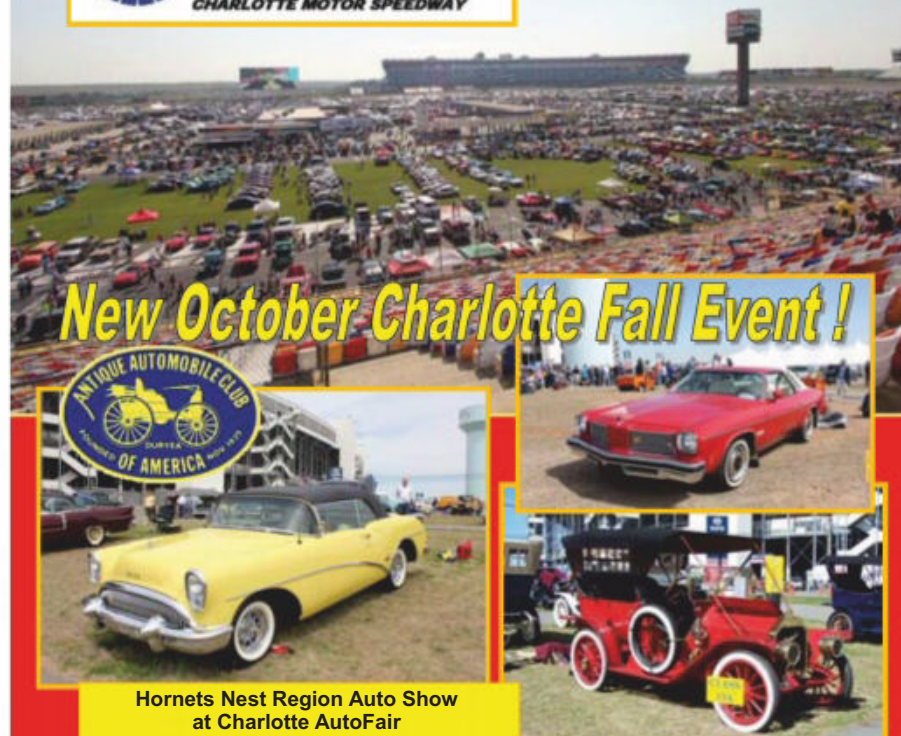
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